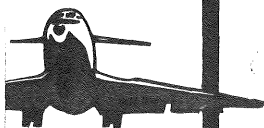


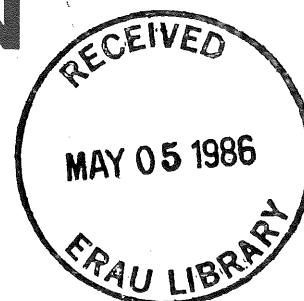
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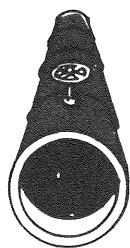
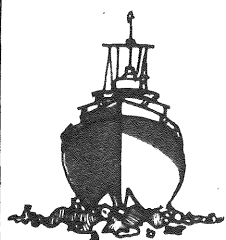
NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

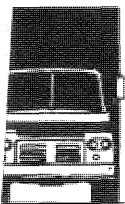
AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1984 ACCIDENTS**



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/02	2. Government Accession No. PB86-916902	3. Recipient's Catalog No.	
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12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594			
15. Supplementary Notes			
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1001 through 1200			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 6

CALENDAR YEAR 1984

File Order Listing - Issue No. 6, 1984

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1001	49640	053184	FAIRVIEW, OK	CESSNA	152	FATAL	278
1002	48377	050784	FENTON, LA	GRUMAN	G164A	NONE	194
1003	2010V	080284	DODGEVILLE, WI	BEECHCRAFT	BE-23	MINOR	394
1004	3297V	072284	HARRISON, MI	BEECH	B-35	NONE	218
1005	11678	032584	E. HANOVER, NJ	BELLANCA	7KCAB	FATAL	248
1006	3994G	050584	BERLIN, WI	GABLE	SONERAI II	SERIOUS	386
1007	471	030484	LAMPASAS, TX	BOEING	727-200	SERIOUS	316
1008	3829D	012784	FRITCH, TX	BEECH	77	FATAL	308
1009	2103E	020984	THIBODAUX, LA	CESSNA	172N	NONE	180
1010	8194E	032784	HASKELL, TX	PIPER	PA-32-301T	NONE	338
1011	7383N	040184	LAKE CHARLES, LA	CESSNA	U206G	MINOR	190
1012	125RM	032084	KERRVILLE, TX	ROBERT MCDON	KR-2	MINOR	330
1013	5335M	060684	ROSAMOND, CA	CESSNA	152	FATAL	90
1014	22HL	070384	EPHRATA, WA	APPLEBAY SAI	ZUNI II	NONE	378
1014	20UZ	070384	EPHRATA, WA	SCHLEICHER	ASW-20	NONE	376
1015	27165	042584	PRYOR, OK	GRUMMAN AMER	AA-5A	FATAL	276
1016	5502V	031784	KIEFER, OK	BELLANCA	8KCAB	FATAL	270
1017	3882Y	042884	SHAW, MS	CESSNA	210D	MINOR	224
1018	3184V	062384	FALL CITY, WA	CESSNA	150M	NONE	374
1019	55495	012884	TEMPLETON, MA	PIPER	PA-28R-200	FATAL	198
1020	6532G	060884	KANTISHNA, AK	CESSNA	A188B	NONE	10
1021	8767W	052184	EGEGIK, AK	PIPER	PA-28-235	NONE	4
1022	3948G	071984	COLD FOOT, AK	CESSNA	206	NONE	14
1023	2434L	051384	MANY, LA	CESSNA	172H	SERIOUS	196
1024	56JG	072784	ESPANOLA, FL	PIPER	PA-24-260	NONE	134

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1025	2691Z	022284	SPANISH FORK, UT	CESSNA	185C	NONE	362
1026	12863	060384	THERMOPOLIS, WY	CESSNA	172	SERIOUS	400
1027	4199X	062784	SMITHVILLE, GA	ROCKWELL INT	S2R	NONE	142
1028	83WH	031684	FRANKLIN, GA	HOME BUILT	DRAGON FLY	NONE	136
1029	33916	060984	WILLISTON, FL	SCHWEIZER	SGS 1-26E	FATAL	130
1030	21672	050784	PAXVILLE, SC	CESSNA	188B	NONE	294
1031	6826K	062184	HAINES, AK	PIPER	PA-16	NONE	12
1032	44222	063084	AURORA, CO	JOHN R JONES	PDQ2VW	NONE	120
1033	731GL	061984	OPHEIM, MT	CESSNA	A188B	NONE	232
1034	761UK	051084	CANON CITY, CO	CESSNA	T210M	MINOR	118
1035	9826T	070284	TOWNSEND, MT	PIPER	PA-38-112	NONE	236
1036	2552A	052384	ST.PETERSBURG, FL	PIPER	PA-38-112	FATAL	128
1037	8820Z	071484	MARVELL, AR	CESSNA	172H	NONE	40
1038	75915	070884	LANSING, IL	CESSNA	172N	MINOR	162
1039	49475	102884	LIPAN, TX	CESSNA	152	MINOR	358
1040	18355	072184	GAINESBORO, TN	BEECH	C23	NONE	306
1041	704SK	062284	PARSONS, WV	CESSNA	150M	SERIOUS	396
1042	76450	051484	LARCHWOOD, IA	CESSNA	120	NONE	154
1043	2231T	052684	REFUGE COVE, AK	CESSNA	A185E	NONE	8
1044	6136B	052484	FALL CITY, WA	CESSNA	152	NONE	370
1045	932E	071184	CASTLE ROCK, WA	AERO COMMAND	680T	MINOR	380
1046	33BP	022684	EL DORADO, AR	PIPER	PA-31P	FATAL	34
1047	2390A	051884	DUBUQUE, IA	PIPER	PA-22-135	NONE	156
1048	11VH	061484	BUENA, WA	BELL	47G2A	NONE	372
1049	4451T	062484	SALEM, OR	EIPPER	QUICKSILVE	NONE	284

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1050	9860P	072084	BONIFAY, FL	PIPER	PA-25-235	NONE	132
1051	779FA	042884	TOUTLE, WA	HUGHES	369D	NONE	368
1052	30609	042684	BLOOMER, WI	CESSNA	177A	MINOR	384
1053	62362	062684	DEERFIELD, WI	HILLER	UH 12 D	MINOR	388
1054	5465L	061684	HAMMOND, OR	GRUMMAN AMER	AA-5	FATAL	282
1055	2882U	031484	BELLE CHASSE, LA	CESSNA	172D	NONE	188
1056	5039Q	033084	EL PASO, TX	CESSNA	402B	NONE	342
1057	5802S	040384	PHOENIX, AZ	BEECH	95-B55	NONE	50
1059	756BS	051984	BIG BEAR CITY, CA	CESSNA	TR182	SERIOUS	82
1060	35LP	051884	THOMASVILLE, NC	EIRE AVION	PIK 20E	NONE	240
1061	7339J	062284	SUMMERVILLE, SC	PIPER	PA-28-140	NONE	298
1062	1076N	031284	W CAMRN BLK 624, GM	BELL	206L-1	FATAL	146
1063	57584	030684	LA MESA, TX	PIPER	PA-36	NONE	318
1064	3495J	070184	WILLIAMSTON, MI	CESSNA	150G	NONE	212
1065	3337J	031184	KINGSVILLE, TX	CESSNA	150G	MINOR	324
1066	2385W	041584	GUTHRIE, OK	BEECH	A23-19	NONE	274
1067	9460L	031184	SMITHVILLE, TX	AMERICAN AVI	AA-1A	NONE	322
1068	1791W	022984	LONGVIEW, TX	BEECH	E-55	MINOR	314
1069	150N	022284	BOY'S RANCH, TX	CESSNA	150M	NONE	310
1070	4903M	022584	ALIEF, TX	CHANCE VOUGH	F4U-5	SERIOUS	312
1071	3159C	022184	MONROE, LA	AIR TRACTOR	AT-400A	NONE	184
1072	2689F	032684	WEATHERFORD, TX	CESSNA	182J	NONE	334
1073	419Q	033184	PONDER, TX	OWEN ROBERT	QUICKIE 2	NONE	344
1074	8222S	032684	PEARLAND, TX	CESSNA	150F	NONE	336
1075	6794E	031284	STAMFORD, TX	CESSNA	172N	NONE	326

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1076	5791Z	040484	W CAMERON 540, GM	AEROSPATIALE	AS 355F	FATAL	148
1077	7889S	072784	HEALY, AK	BELL	206B	NONE	16
1078	6518U	022184	SCOTTSDALE, AZ	MOONEY	M20C	NONE	46
1079	225G	072784	ATIGUN PASS, AK	NORTH AMERIC	NAVION	NONE	18
1080	5154H	012084	KELSEYVILLE, CA	CESSNA	172M	SERIOUS	66
1081	3988M	052384	PALMER, AK	PIPER	PA-12	NONE	6
1082	6332P	073184	THEODORE CREEK, AK	CESSNA	152	NONE	24
1083	65491	060684	HAVERHILL, MA	CESSNA	172P	FATAL	206
1084	500CN	012284	HUNTINGTON, UT	BELL	206L-1	SERIOUS	360
1085	9978	041184	BEAUMONT, TX	GRUMMAN	G-164A	NONE	350
1086	4070W	062384	OVERLAND PARK, KS	BALLOON WORK	FIREFLY 7	MINOR	176
1087	67711	061784	BENTON, KS	CESSNA	152	NONE	174
1088	9952J	062584	PHILIP, SD	CESSNA	T188C	NONE	300
1089	7569D	051084	DILLINGHAM, AK	PIPER	PA-18-150	NONE	2
1090	9900H	072884	SHANIN LAKE, AK	GRUMMAN	G-44A	NONE	20
1091	1888L	080984	ATLANTIC OCEAN, AO	BEECHCRAFT	D-55	MINOR	32
1092	9943P	080784	BAINBRIDGE, GA	PIPER	PA-36	NONE	144
1093	469JH	080284	EVANSVILLE, IN	HOLLAND	BEDE 4	NONE	168
1094	700H	062384	LOUDON, TN	NORTH AMERIC	T-28	NONE	302
1095	5074F	072984	NORTH POLE, AK	HILLER	FH-1100	NONE	22
1096	4GB	061384	LAWRENCE, KS	STOLP	STARDUSTER	NONE	172
1097	377ST	062984	ARENA, WI	HUGHES	500C/369HS	NONE	390
1098	64985	072584	LAKEVILLE, MN	CESSNA	152	MINOR	222
1099	54647	031484	HOUSTON, TX	CESSNA	172P	SERIOUS	328
1100	26336	040184	FORT WORTH, TX	AERONCA	7BCM	NONE	346

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1101	3050	041584	GRANBURY, TX	BEECH	95-B55	SERIOUS	352
1102	8843A	040584	NOCONA, TX	BEECH	B35	MINOR	348
1103	6494K	032584	BRYAN, TX	CESSNA	150M	NONE	332
1104	71MS	041184	NEW ORLEANS, LA	MAULE	M-6-235	NONE	192
1105	72439	070984	HICKORY RIDGE, AR	CESSNA	337G	NONE	38
1106	24708	041484	TULSA, OK	CESSNA	152	NONE	272
1107	4721	062084	IVA, SC	SIKORSKY	CH-19E	NONE	296
1108	9728	022284	ABBEVILLE, LA	GRUMMAN	G-164A	FATAL	186
1109	11273	032984	NEW BOSTON, TX	CESSNA	150L	NONE	340
1110	757TH	022284	SOUTH BRANCH, MI	CESSNA	152	NONE	208
1111	4447V	100684	MIDDLETOWN, PA	BEECH	V35	FATAL	292
1112	6589	071584	RICHEY, MT	GRUMMAN	G-164A	NONE	238
1113	7386W	031784	BRISTOW, OK	PIPER	PA-28-180	FATAL	268
1114	8742Y	021284	MASSIES MILL, VA	PIPER	PA-30-160	FATAL	364
1115	92593	032884	HARDIN, MT	CESSNA	A188B	NONE	230
1117	49419	062784	PASO ROBLES, CA	CESSNA	152	NONE	100
1118	5269V	062484	LEE VINING, CA	CESSNA	172RG	SERIOUS	94
1119	5009T	042284	ATHENS, GA	PIPER	PA-28-180	SERIOUS	140
1120	719K	012784	COLUMBUS, NM	BEECH	A36	FATAL	256
1122	4211Y	060284	TUNICA, MS	BELLANCA	7GCBC	SERIOUS	226
1123	8017D	080184	SO. CHARLESTON, WV	PIPER	PA-22-150	NONE	398
1124	4083	042184	LOCKHART, TX	MOONEY	M-18C	SERIOUS	354
1125	NONE	070184	TULLAHOMA, TN	RITZ	A	FATAL	304
1126	NONE	051984	ELK GROVE, CA	PIONEER	FLT STAR	SERIOUS	84
1127	NONE	072284	ERIE, CO	EIPPER	QUICKSILVE	MINOR	122

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1128	NONE	050884	HORIZON CITY, TX	MITCHELL WIN	T-10R263	FATAL	356
1129	NONE	021984	PEPPERELL, MA	PANAPLANE	PAPPILLON	FATAL	200
1130	NONE	030884	HUNTINGTON, TX	EIPPER	QUICKSILVE	SERIOUS	320
1131	NONE	021984	ABITA SPRINGS, LA	ULTRACLASSIC	BEARCAT 15	FATAL	182
1132	NONE	061084	SPENCER, OK	WEEDHOPPER	"B"	SERIOUS	280
1133	NONE	072484	THREE LAKES, WI	MATTISON	MAC ULTRAL	FATAL	392
1134	NONE	081484	MOUNT HOPE, AR	GEMINI INTL	HUMMINGBIR	SERIOUS	44
1135	NONE	082384	CHULA VISTA, CA	CALYPSO	N/A	FATAL	116
1136	9062M	081784	ANCHORAGE, AK	CESSNA	180	NONE	26
1137	4052Z	082084	CHANDALAR, AK	PIPER	PA-18-150	NONE	28
1138	84958	122284	ELLINGTON, CT	ROBINSON	R-22-A	FATAL	126
1139	6612S	081384	PRESCOTT, AZ	CESSNA	182RG	FATAL	64
1140	3514H	072384	PACOIMA, CA	ERCOUPE	415-CD	NONE	104
1141	40692	072484	JACKSON, CA	MAULE	M-4-210C	NONE	106
1142	499SH	072284	SCOTTSDALE, AZ	VANCE-HAMM	GLASAIR	MINOR	60
1143	3456	072284	WILLIAMS, AZ	NESMITH	COUGAR 1	MINOR	62
1144	21S	071784	HONOLULU, HI	BEECH	H18S	NONE	150
1145	9518H	060284	SAN FERNANDO, CA	CESSNA	172M	NONE	88
1146	7710S	052884	LUCERNE VALLEY, CA	SCHWEIZER	SGS1-26D	MINOR	86
1147	99966	070884	LLANO, CA	BLANIK	L-13	MINOR	102
1148	2273U	021284	MT. PLEASANT, PA	BRANTLY	B-2B	NONE	288
1149	33086	053184	TETERBORO, NJ	PIPER	PA-34-200T	MINOR	254
1149	8208J	053184	TETERBORO, NJ	PIPER	AEROSTAR 6	MINOR	252
1150	3278E	081184	CRESWELL, OR	CESSNA	172N	SERIOUS	286
1151	9816P	071184	FARNAM, NE	PIPER	PA-25-260	NONE	246

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1152	20218	071484	SOUTHGATE, MI	CESSNA	172M	NONE	216
1153	4953F	010784	WAVERLY, OH	PIPER	PA-28-140	NONE	262
1154	5127Y	090784	PALMER, AK	PIPER	PA-18	NONE	30
1155	72052	062384	ALBUQUERQUE, NM	CESSNA	188B	NONE	258
1156	3070G	062684	WEAVERVILLE, CA	PIPER	PA-28-181	SERIOUS	98
1157	23958	080584	MONON, IN	AERONCA	65-LA	NONE	170
1158	30026	022484	LIMA, OH	PIPER	PA-32RT-30	MINOR	264
1159	642DH	031184	COLUMBUS, OH	BEECHCRAFT	BE-90	NONE	266
1160	90426	050284	DUMMERSTON, VT	CONSOLIDATED	VULTEE L-1	NONE	366
1161	25369	050784	NO. STONINGTON, CT	CESSNA	152	NONE	124
1162	3913W	043084	BOSTON, MA	BELL	206	NONE	202
1163	6499M	050684	NEWBURYPORT, MA	STINSON	108-3	NONE	204
1164	4925C	042284	HAZLETON, PA	CESSNA	A185F	NONE	290
1165	24876	042884	COLTS NECK, NJ	BRYAN	RS-15	SERIOUS	250
1166	3953E	061984	STORM LAKE, IA	PIPER	PA-36-375	MINOR	158
1167	937BW	072184	NASHVILLE, AR	BOBBY WAYNE	MINI COUPE	FATAL	42
1168	69048	081484	OLATHE, KS	CESSNA	152	NONE	178
1169	6715W	042084	BLOOMFIELD, IA	BEECH	C23	MINOR	152
1170	1700W	060484	KANKAKEE, IL	PIPER	PA-23-160	NONE	160
1171	9801V	060484	MT. PLEASANT, MI	CESSNA	172M	NONE	210
1172	758CC	051284	MINNEAPOLIS, MN	CESSNA	R172K	MINOR	220
1173	7389V	040184	DELAVAN, WI	BELLANCA	17-30	MINOR	382
1174	86094	050584	NEW PALTZ, NY	CESSNA	337D	NONE	260
1175	3808N	032784	ATLANTA, GA	BEECH	A36TC	FATAL	138
1176	597HJ	070584	HOLLY, MI	JORDAN HENRY	ACEY DEUCY	NONE	214

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1177	731GV	072184	GEORGETOWN, MS	CESSNA	A188B	MINOR	228
1178	4130U	081384	GRASS VALLEY, CA	CESSNA	150	NONE	110
1179	62822	081884	MADERA, CA	BELL	P-63C-5-BE	NONE	112
1179	65206	081884	MADERA, CA	NORTH AMERIC	P-51D	NONE	114
1180	4025Z	070384	WRIGHT, AR	PIPER	PA-18-150	FATAL	36
1181	2864W	081484	BANNER ELK, NC	BEECH	A36	NONE	242
1182	88399	062584	DILLON, MT	BELLANCA	7GCBC	NONE	234
1183	5559G	042984	FORT ORD, CA	CESSNA	150J	NONE	80
1184	491HC	042984	PALO ALTO, CA	HALL-CAVALIE	SA-102.5	NONE	78
1185	74490	021784	RIALTO, CA	BELLANCA	14-13-2	MINOR	68
1186	1962L	071084	CHANDLER, AZ	BEECH	C-23	NONE	58
1187	7712S	062484	LUCERNE VALLEY, CA	SCHWEIZER	SGS-126D	NONE	96
1188	147DS	060984	LEE VINING, CA	LEE	THORPE T-1	SERIOUS	92
1189	10WR	052884	KAYENTA, AZ	BEECH	S35	NONE	54
1190	81300	040284	CONCORD, CA	PIPER	PA-28-236	NONE	72
1191	3387	041384	SCAGGS ISLAND, CA	BOEING	A75N1	SERIOUS	76
1192	5190B	053084	MESA, AZ	CESSNA	152	NONE	56
1193	74862	030984	CARLSBAD, CA	GRUMMAN	AA-5B	MINOR	70
1194	3749W	040784	MOORPARK, CA	BALLOON WORK	FIRE FLY 7	SERIOUS	74
1196	2014F	040784	PRESCOTT VALLEY, AZ	BALLOON WORK	FIRE FLY 6	SERIOUS	52
1197	36104	032384	PHOENIX, AZ	BALLOON WORK	FIRE FLY 8	SERIOUS	48
1198	55070	072284	HUNTLEY, IL	BOEING	A75N1	NONE	164
1198	176VR	072284	HUNTLEY, IL	VULTEE	BT-13	NONE	166
1199	8054E	030384	OCONTO, NE	PIPER	PA-28-236	FATAL	244
1200	5359V	080484	DELANO, CA	HILLER	UH-12ET	SERIOUS	108

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1089 5/10/84 DILLINGHAM, AK A/C Reg. No. N7569D Time (Lc1) - 1224 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious

0
0

Minor
0
0

None
1
2

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1600
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 030/008 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
NUNAVARCHAK BCH, AK

Destination
DILLINGHAM, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
DILLINGHAM

Runway Ident - 01

Runway Lth/Wid - 6404/ 150

Runway Surface - MACADAM

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE, COMMERCIAL, ATP

SE LAND, ME LAND, SE SEA, ME SEA

Age - 57

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST DIRECTIONAL DURING LANDING ROLL WITH TWO PAX IN THE REAR SEATS. HE STATED THAT THE RIGHT BRAKE FAILED AFTER TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1089

5/10/84

DILLINGHAM,AK

A/C Reg. No. N7569D

Time (Lc1) - 1224 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1021 5/21/84 EGEGIK,AK A/C Reg. No. N8767W Time (Lcl) - 1500 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew 0
Pass 0

Fatal

0
0

Injuries

Serious

0
0

Minor

0
0

None

1
2

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

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - 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- 200/006 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHIGNIK LAGOON,AK
Destination
EGEGIK,AK

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 - 50
Biennial Flight Review
Current - YES
Months Since - 26
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 745 Last 24 Hrs - 2
Make/Model- 149 Last 30 Days- 20
Instrument- 3 Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING ON UNSUITABLE TERRAIN. THE PLT SAID THE ACFT ENGINE LOST OIL-PRESSURE ABOUT 20 MINUTES AFTER TAKEOFF AND HE TURNED TOWARD THE CLOSEST ARPT. THE ENGINE OPERATED A FEW MINUTES AND THEN STOPPED. THE ACFT WAS LANDED OFF ARPT AND A POST CRASH FIRE DESTROYED IT. THE WRECKAGE WAS NOT EXAMINED DUE TO ITS LOCATION IN A TIDAL SWAMP.

Brief of Accident (Continued)

File No. - 1021

5/21/84

EGEGIK, AK

A/C Reg. No. N8767W

Time (Lc1) - 1500 ADT

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

Finding(s)

1. LUBRICATING 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 - ROUGH/UNEVEN
3. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1081 5/23/84 PALMER,AK A/C Reg. No. N3988M Time (Lcl) - 1700 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	0

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-360-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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- 360/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">ANCHORAGE,AK</p> <p>Destination</p> <p style="padding-left: 20px;">PALMER,AK</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 AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">FOUR CORNERS</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 1300/ 80</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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 70
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 25
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED FAST & LONG ON THE ROUGH 1300 FT GRASS & DIRT RWY. AT THE DEPARTURE END OF THE STRIP, THE THE ACFT NOSED OVER AS THE PLT WAS APPLYING BRAKING ACTION.

Brief of Accident (Continued)

File No. - 1081

5/23/84

PALMER,AK

A/C Reg. No. N3988M

Time (Lcl) - 1700 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED -
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1043

5/26/84

REFUGE COVE,AK

A/C Reg. No. N2231T

Time (Lcl) - 1610 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA A185E
Landing Gear - FLOAT
Max Gross Wt - 3300
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/005 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
REFUGE COVE,AK
Destination
SHOAL COVE,AK

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,SE SEA
HELICOPTER

Age - 37

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	588	Last 24 Hrs - UNK/NR
Make/Model-	29		Last 30 Days- UNK/NR
Instrument-	79		Last 90 Days- 3
			Rotorcraft - 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED IN HIS REPORT ON FORM 6120.1 THAT THE ACFT WAS ON STEP DURING TAKEOFF WHEN THE ACFT BEGAN A ROLL TO THE RIGHT. THE RIGHT WING HIT THE WATER TWICE IN SPITE OF AILERON CONTROL INPUTS TO CORRECT IT. WITH THE APPLICATION OF RUDDER AND A POWER REDUCTION THE ACFT WAS BROUGHT UNDER CONTROL. AFTER DISREGARDING IDEAS OF A TAKEOFF THE ACFT WAS WATER TAXIED 35 MILES TO KETCHIKAN. THE MECHANIC WHO INSPECTED THE ACFT AFTER THE ACCIDENT SAID HE COULD SEE NO OBVIOUS MALFUNCTION.

Brief of Accident (Continued)

File No. - 1043

5/26/84

REFUGE COVE, AK

A/C Reg. No. N2231T

Time (Lc1) - 1610 PDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, ROLLING MANEUVERS - ERRATIC
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

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

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. - 1020

6/08/84

KANTISHNA, AK

A/C Reg. No. N6532G

Time (Lcl) - 1030 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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 - YES/NO
Stall Warning System - UNK/NR

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

Weather Data

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

Itinerary

Last Departure Point
NENANA, AK
Destination
KANTISHNA, AK

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT ENCOUNTERED UNEVEN TERRAIN DURING LANDING & ROLLED OVER. THERE WERE NO ACFT MALFUNCTIONS ACCORDING TO THE PLT. THE PLT TO DATE HAS NOT FILED AN ACCIDENT REPORT. IN A TELEPHONIC INTERVIEW HE SAID HE ENCOUNTERED THE UNEVEN TERRAIN DURING LANDING ROLLOUT.

Brief of Accident (Continued)

File No. - 1020

6/08/84

KANTISHNA, AK

A/C Reg. No. N6532G

Time (Lc1) - 1030 ADT

Occurrence ROLL OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1031 6/21/84 HAINES, AK A/C Reg. No. N6826K Time (Lcl) - 1830 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

SUBSTANTIAL

Fire NONE

Fatal

Crew 0
Pass 0

Injuries

Serious

Minor

None

0 0 0 1
0 0 0 1

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

Make/Model - PIPER PA-16
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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 - 30.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAINES, AK

Destination

HAINES, 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 - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 297 Last 24 Hrs - 1

Make/Model- 23 Last 30 Days- UNK/NR

Instrument- 4 Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD LANDED ON A SHORT AIRSTRIIP WITH A 10 KT HEADWIND. WHEN A TAKEOFF WAS ATTEMPTED THE WIND HAD STOPPED, ACCORDING TO THE PLT, AND THE ACFT WOULD NOT BECOME AIRBORNE. THE ACFT WENT OFF THE DEPARTURE END OF THE RWY INTO UNDERBRUSH AND A GULLEY. THE PLT SAID HE SHOULD NOT HAVE USED SUCH A MARGINAL AIRSTRIIP.

Brief of Accident (Continued)

File No. - 1031

6/21/84

HAINES,AK

A/C Reg. No. N6826K

Time (Lcl) - 1830 PDT

Occurrence

OVERRUN

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - TREE(S)
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
 4. TERRAIN CONDITION - DITCH
 5. PERFORMANCE DATA - INADEQUATE - PILOT IN COMMAND
 6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 7. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1022

7/19/84 COLD FOOT, AK

A/C Reg. No. N3948G

Time (Lcl) - 1523 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AURORA AIR SERVICE	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 206	Eng Make/Model	- CONTINENTAL IO-284-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	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	COLD FOOT, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	TOBIN CREEK, AK		Runway Ident	- N/A
Wind Dir/Speed	- CALMABLE			Runway Lth/Wid	- N/A
Visibility	- 25.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- 2500 FT	Type of Flight Plan	- COMPANY (VFR)	Runway Status	- N/A
Lowest Ceiling	- 2500 FT OVERCAST	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
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, ATP, CFI	Current - YES	Total - 10300	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 250	Last 30 Days - 110
	Aircraft Type - C-206	Instrument - 531	Last 90 Days - 207
		Multi-Eng - 5673	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING ON A ROAD AFTER THE ENGINE QUIT. AFTER THE ACCIDENT THE ACFT FUEL SYSTEM WAS EXAMINED BY AN FAA INSPECTOR. THE FUEL/AIR SCREEN WAS FOUND TO BE CONTAMINATED WITH DIRT. THE INJECTOR SCREEN AND THE MAIN FUEL STRAINER WAS CONTAMINATED WITH BOTH DIRT AND WATER. THE RT WING PUMP DRAIN HAD DIRT IN THE VALVE. BOTH FUEL RESERVOIRS WERE CONTAMINATED WITH DIRT AND LARGE AMOUNTS OF WATER.

Brief of Accident (Continued)

File No. - 1022

7/19/84

COLD FOOT, AK

A/C Reg. No. N3948G

Time (Lcl) - 1523 ADT

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

Finding(s)

1. FUEL SYSTEM - DIRTY(FOGGY)
 2. FUEL SYSTEM - WATER
 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1077 7/27/84 HEALY,AK A/C Reg. No. N7889S Time (Lcl) - 1235 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

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

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

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DENALI,AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI
NONE
HELICOPTER

Age - 42

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 6900
Make/Model-	2160
Instrument-	178
Last 24 Hrs	- 4
Last 30 Days-	15
Last 90 Days-	35
Rotorcraft	- 6900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND THE HELICOPTER ON TERRAIN WHICH HAD A SLIGHT SLOPE. BEFORE THE AIRCRAFT WAS COMPLETELY ON THE GROUND THE PLT DECIDED TO MOVE THE ACFT & THE RIGHT SKID CAUGHT IN THE TUNDRA CAUSING THE ACFT TO ROLL OVER TO THE RIGHT.

Brief of Accident (Continued)

File No. - 1077

7/27/84

HEALY,AK

A/C Reg. No. N7889S

Time (Lc1) - 1235 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - UPHILL
-

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

Finding(s)

3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1079

7/27/84

ATIGUN PASS,AK

A/C Reg. No. N225G

Time (Lc1) - 2200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - NORTH AMERICAN NAVION
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 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- 360/015 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHANDLAR LAKE,AK

Destination

BETTLES,AK

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 69

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - NAVION

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5468

Make/Model- 4000

Instrument- 483

Last 24 Hrs - 9

Last 30 Days- 40

Last 90 Days- 76

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENCOUNTERED A DOWNDRAFT WHILE FLYING THROUGH A MOUNTAIN PASS. THE TERRAIN WOULD NOT ALLOW THE PLT TO MAKE A 180 DEG TURN SO HE ELECTED TO LAND ON A ROAD WITH THE LANDING GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 1079

7/27/84

ATIGUN PASS, AK

A/C Reg. No. N225G

Time (Lcl) - 2200 ADT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1090 7/28/84 SHANIN LAKE, AK A/C Reg. No. N9900H Time (Lcl) - 1400 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - GRUMMAN G-44A
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING G0-435
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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- 360/040 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILD LAKE, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - G-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3300	Last 24 Hrs	- 4
Make/Model-	145	Last 30 Days-	10
Instrument-	50	Last 90 Days-	25
Multi-Eng	- 180		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT SHORTLY AFTER TAKEOFF THE ACFT ENCOUNTERED SEVERE WIND SHEAR. THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & IT COLLIDED WITH A MUD BANK.

Brief of Accident (Continued)

File No. - 1090

7/28/84

SHANIN LAKE, AK

A/C Reg. No. N9900H

Time (Lc1) - 1400 ADT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - WINDSHEAR
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - 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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1095 7/29/84 NORTH POLE, AK A/C Reg. No. N5074F Time (Lcl) - 2100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - HILLER FH-1100
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - ALLISON 250-C18BR
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 274 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 60.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

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, ATP

SE LAND, ME LAND, SE SEA

HELICOPTER

Age - 62

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - FH-1100

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 23500

Make/Model- 2

Instrument- 3850

Multi-Eng - 11120

Last 24 Hrs - 1

Last 30 Days- 30

Last 90 Days- 60

Rotorcraft - 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN APPROACH FOR LANDING THE ACFT COLLIDED WITH THE GROUND AND ROLLED OVER. THE PLT STATED THAT HE FLARED TOO LOW TO THE GROUND AND STRUCK 1 SKID FIRST, LOST DIRECTIONAL CONTROL AND ROLLED OVER.

Brief of Accident (Continued)

File No. - 1095

7/29/84

NORTH POLE, AK

A/C Reg. No. N5074F

Time (Lcl) - 2100 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. FLARE - MISJUDGED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1082 7/31/84 THEODORE CREEK, AK A/C Reg. No. N6332P Time (Lcl) - 2100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
THEODORE, AK
Destination
ANCHORAGE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 030/007 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 8000 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 - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	83	Last 24 Hrs	-	1
Make/Model	-	83	Last 30 Days	-	5
Instrument	-	3	Last 90 Days	-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF GROUND RUN THE WIND SHIFTED TO A RIGHT TAILWIND & LIFT OFF WAS INITIATED TO CLEAR THE TREES. HE ATTEMPTED TO LAND ON THE RUNWAY, HOWEVER THE NOSE WHEEL STRUCK THE GRASS & THE ACFT FLIPPED OVER UPSIDE DOWN.

Brief of Accident (Continued)

File No. - 1082

7/31/84

THEODORE CREEK, AK

A/C Reg. No. N6332P

Time (Lcl) - 2100 ADT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 3. TERRAIN CONDITION - GROUND
 4. ABORTED TAKEOFF - NOT SELECTED - PILOT IN COMMAND
-

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1136 8/17/84 ANCHORAGE, AK A/C Reg. No. N9062M Time (Lc1) - 2030 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 180
Landing Gear - FLOAT
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/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 - 220/010 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 8000 FT OVERCAST

Obstructions to Vision - NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

LAKE HOOD

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - ROUGH

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 SEA

Age - 44

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	122	Last 24 Hrs	-	4
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Make/Model	-	40	Last 30 Days	-	15
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Instrument	-	4	Last 90 Days	-	30
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS TAKING OFF TO THE SOUTHEAST & THE ACFT WAS ON THE STEP WHEN A X-WIND HIT, LIFTING THE RIGHT WING. HE SAID THE LEFT WING THEN HIT THE WATER, SPINNING THE ACFT TO THE LEFT & THE NOSE HIT THE WATER. THE ACFT WENT OVER ON ITS BACK & SANK IN 20 FT OF WATER. THE PLT REPORTED THAT THE WIND WAS VARIABLE FROM SOUTH TO SOUTHWEST AT 13 GUSTING 15 TO 18 KTS.

Brief of Accident (Continued)

File No. - 1136

8/17/84

ANCHORAGE, AK

A/C Reg. No. N9062M

Time (Lcl) - 2030 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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. - 1137 8/20/84 CHANDALAR, AK A/C Reg. No. N4052Z Time (Lcl) - 0923 ADT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAVOONGA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHANDALAR, AK	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND	Months Since - 12	Last 24 Hrs - 4
	Aircraft Type - PA-18	Make/Model- 1000
		Instrument- 0
		Last 30 Days- 11
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT AT ABOUT 4500 FT MSL, THE ENG BEGAN A SEVERE KNOCKING, THEN A CYLINDER SEPARATED FROM THE ENG & OIL COMPLETELY COVERED THE WINDSHIELD. THE PLT TRIED TO MAKE AN EMERGENCY LANDING BESIDE THE CHANDALAR RIVER. HOWEVER, THE ACFT CAME TO REST IN THE RIVER IN ABOUT 4 FT OF WATER. REPORTEDLY, A CYLINDER BOLT HAD FAILED.

Brief of Accident (Continued)

File No. - 1137

8/20/84

CHANDALAR, AK

A/C Reg. No. N4052Z

Time (Lcl) - 0923 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CYLINDER - SEPARATION
3. FLUID, OIL - LOSS, PARTIAL
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OTHER
5. VISUAL LOOKOUT - REDUCED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1154 9/07/84 PALMER,AK A/C Reg. No. N5127Y Time (Lcl) - 2010 ADT

-----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 -DESCENT			0	0	0	1
			0	0	0	1

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PALMER,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3500
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - PA-18	Make/Model- 1502
		Instrument- 4
		Last 30 Days- 20
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS TAKING OFF FROM A HAY FIELD TO THE EAST TOWARD TREES THAT WERE UP TO 80 FT TALL. HE ESTIMATED A RIGHT QUARTERING HEAD WIND AT 15 KTS GUSTING TO 25 KTS. HE STATED THAT HE ENCOUNTERED A DOWNDRAFT JUST BEFORE REACHING THE AREA OF THE TREES. REPORTEDLY, HE MANEUVERED TO AVOID A TALL TREE, BUT WAS UNABLE TO MAINTAIN HIS AIRSPEED. SUBSEQUENTLY, THE ACFT SETTLED INTO TREES & CRASHED.

Brief of Accident (Continued)

File No. - 1154

9/07/84

PALMER, AK

A/C Reg. No. N5127Y

Time (Lc1) - 2010 ADT

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 - UNFAVORABLE WIND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1091 8/09/84 ATLANTIC OCEAN,AO A/C Reg. No. N1888L Time (Lc1) - 0538 EDT

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

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

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

Make/Model - BEECHCRAFT D-55	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	READING,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MELBOURNE,FL	Runway Ident - N/A
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 6000
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 1100
		Multi-Eng - 3000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE SET THE THROTTLES FOR 45 PERCENT POWER AFTER CLIMBING TO 1500 FT MSL. AFTER ABOUT 4 HRS OF FLIGHT THE LEFT ENG FAILED FOLLOWED BY A RIGHT ENGINE FAILURE MOMENTS LATER. THE ACFT WAS DITCHED AND NEVER RECOVERED BECAUSE IT SANK INTO THE ATLANTIC OCEAN.

Brief of Accident (Continued)

File No. - 1091

8/09/84

ATLANTIC OCEAN, AO

A/C Reg. No. N1888L

Time (Lcl) - 0538 EDT

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 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1046

2/26/84

EL DORADO, AR

A/C Reg. No. N33BP

Time (Lc1) - 1430 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE/CORPORATE
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	1	0

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

Make/Model - PIPER PA-31P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING TIGO-541-E1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 425 HP

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

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

Weather Data

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

Wind Dir/Speed- 330/011 KTS

Visibility - .750 SM

Lowest Sky/Clouds - 400 FT

Lowest Ceiling - 400 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MEMPHIS, TN

Destination

VIVIAN, LA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GOODWIN

Runway Ident - 22

Runway Lth/Wid - 6600/ 150

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 52

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6000

Make/Model- 75

Instrument- 1080

Multi-Eng - 3500

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES 2 MILES SHORT OF THE RWY DURING AN INSTRUMENT APPROACH IN IMC WEATHER. A PLT IN THE RIGHT FRONT SEAT SAID THAT JUST PRIOR TO IMPACT, THE ACFT WAS DESCENDING AT 2500 FPM, & WHEN HE LOOKED AHEAD, HE SAW TREES. HE SAID HE YELLED AT THE PLT TO "PULL UP" BUT THE PLT DID NOT REACT.

Brief of Accident (Continued)

File No. - 1046

2/26/84

EL DORADO, AR

A/C Reg. No. N33BP

Time (Lc1) - 1430 CST

Occurrence 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 - RAIN
3. WEATHER CONDITION - FOG
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
6. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
7. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1180 7/03/84 WRIGHT,AR

A/C Reg. No. N4025Z

Time (Lcl) - 0730 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION				
Flight Conducted Under	-14 CFR 137	Crew 1	0	0	0
Accident Occurred During	-DESCENT	Pass 0	0	0	0

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

Fire
ON GROUND

Crew
Pass

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-A2A
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- 230/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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
SE LAND

Age - 55
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)	
Total - 25000	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 AERIAL APPLICATION, THE PLT WAS MAKING A LEFT TURN OVER HIGH VOLTAGE POWER LINES WHEN THE ACFT HIT THE CABLES, CRASHED & BURNED IN A RICE FIELD. AN EXAM REVEALED 2 WIRE MARKS & 2 ELECTRICAL ARC MARKS ON THE LEFT WING ALONG WITH WIRE MARKS ON ONE OF THE PROP BLADES. NO PREIMPACT FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1180

7/03/84

WRIGHT,AR

A/C Reg. No. N4025Z

Time (Lcl) - 0730 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. - 1105

7/09/84

HICKORY RIDGE, AR

A/C Reg. No. N72439

Time (Lc1) - 1600 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - CESSNA 337G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4630
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-G
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

KIETH (PRIVATE)
Runway Ident - 05
Runway Lth/Wid - 3200 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - BE-77

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	241	Last 24 Hrs -	2
Make/Model-	66		Last 30 Days-	UNK/NR
Instrument-	4		Last 90 Days-	204
Multi-Eng -	84			

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A BUSINESS TRIP TO HICKORY RIDGE, AR. HE STATED THAT HE LANDED AT WYNNE, AR, BUT COULD NOT RENT AN AUTO TO PROCEED TO HICKORY RIDGE. THE FBO STATED THAT THERE WAS A 3200 FT CROP DUSTING STRIP AT HICKORY RIDGE, SO THE PLT ELECTED TO FLY THERE. HE MADE A STRAIGHT-IN APCH & LANDED TO THE NORTHEAST. THE STRIP CONSISTED OF 2000 FT OF SOD FOLLOWED BY 1200 FT OF ASPHALT. THE PLT LANDED AT THE BEGINNING OF THE ASPHALT PORTION OF THE RWY, THEN REALIZED THE HARD PORTION WAS ONLY 1200 FT LONG. HE ATTEMPTED TO GO AROUND, BUT THE ACFT OVERRAN THE RWY & HIT A DITCH & POWER POLE BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 1105

7/09/84

HICKORY RIDGE, AR

A/C Reg. No. N72439

Time (Lc1) - 1600 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

Finding(s)

5. OBJECT - UTILITY POLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1037 7/14/84 MARVELL, AR A/C Reg. No. N8820Z Time (Lcl) - 1900 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 -DESCENT					

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

Make/Model - CESSNA 172H	Eng Make/Model - CONTINENTAL O-300-D	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 - 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	HOLLY GROVE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOLLY GROVE, AR	Runway Ident - N/A
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 95
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 95
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TELEPHONE LINES AS THE PLT WAS MAKING A LOW PASS OVER THE PASSENGERS PLACE OF BUSINESS. THE PLT SAID HE DID NOT KNOW THE LINES WERE THERE WHEN HIS PASSENGER ASKED FOR THE LOW PASS. THE ACFT STALLED AND CONTACTED THE GROUND ON THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1037

7/14/84

MARVELL,AR

A/C Reg. No. N8820Z

Time (Lcl) - 1900 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. LOW PASS - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

6. 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) 2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1167 7/21/84 NASHVILLE,AR A/C Reg. No. N937BW Time (Lcl) - 1750 CDT

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

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

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

Make/Model - BOBBY WAYNE WATKINS MINI COUPE	Eng Make/Model - VOLKSWAGON 1700	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 736	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 40 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NASHVILLE,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HOWARD COUNTY
Wind Dir/Speed- 070/010 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 50
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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)
STUDENT	Current - N/A	Total - 93
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	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 BUILDER/OWNER/PLT HAD FLOWN THE HOME BUILT ACFT FOR ABOUT 10 MINS ON ITS 1ST TEST FLT WHICH WAS MADE A FEW DAYS PRIOR TO THE ACCIDENT. ON THIRD FLT, HE TOOK OFF ON RWY 01, CLIMBED STRAIGHT-OUT FOR AWHILE, MADE A LEFT TURN TO X-WIND LEG & STARTED A DOWNWIND TURN AT APRX 600 FT AGL. AT ABOUT THAT POINT, THE ACFT ENTERED A SPIN, MADE APRX 3 TURNS & IMPACTED IN A NOSE DOWN ATTITUDE. AN EXAM OF THE ACFT REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION. THE PLT HAD A STUDENT LICENSE & WAS ENDORSED FOR SOLO FLT IN CESSNA 150 ACFT. THE DENSITY ALT WAS APRX 2500 FT.

Brief of Accident (Continued)

File No. - 1167

7/21/84

NASHVILLE, AR

A/C Reg. No. N937BW

Time (Lc1) - 1750 CDT

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. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - 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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1134 8/14/84 MOUNT HOPE, AR A/C Reg. No. NONE Time (Lc1) - 1930 CDT

-----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 103	Crew 0	1	0	0
Accident Occurred During	-DESCENT	Pass 0	0	0	0

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

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

Make/Model - GEMINI INTL HUMMINGBIRD
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - SOLO UNKNOWN
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 18 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 140/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
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 - PRECAUTIONARY LANDING

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	210	Last 24 Hrs	-	1
Make/Model	-	10	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY ACQUIRED ULTRALIGHT HAD BEEN FLOWN FOR ABOUT 10 HOURS DURING THE 2 WEEK PERIOD OF OWNERSHIP. ON THIS DAY, THE WIND WAS BLOWING AT 15 MPH AND THE OWNER WAS FLYING DOWNWIND OVER A HAY FIELD AT ABOUT 50 FT AGL WHEN THE RIGHT ENGINE ON THE TWIN ENGINE VEHICLE QUIT. THE PLT TURNED RIGHT TO TRY TO LAND INTO THE WIND, BUT LOST CONTROL AND CRASHED. AFTER THE ACCIDENT, DIRT WAS FOUND IN THE FUEL SYSTEM WHICH HAD NO FILTER BETWEEN THE TANK AND THE CARBURETOR. WHEN THE CARBURETOR WAS DISASSEMBLED DIRT WAS FOUND OBSTRUCTING THE NEEDLE VALVE ORIFICE.

Brief of Accident (Continued)

File No. - 1134

8/14/84

MOUNT HOPE, AR

A/C Reg. No. NONE

Time (Lc1) - 1930 CDT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1078

2/21/84

SCOTTSDALE, AZ

A/C Reg. No. N6518U

Time (Lc1) - 1647 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - MOONEY M20C

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2575

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/005 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

MESA, AZ

Destination

SCOTTSDALE, AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

SCOTTSDALE

Runway Ident - 21

Runway Lth/Wid - 8250/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - ERCOUE

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1020 Last 24 Hrs - 1

Make/Model- 52 Last 30 Days- 5

Instrument- 10 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE FAILED TO EXTEND THE LANDING GEAR PRIOR TO TOUCHDOWN. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A WHEELS UP LANDING.

Brief of Accident (Continued)

File No. - 1078

2/21/84

SCOTTSDALE, AZ

A/C Reg. No. N6518U

Time (Lcl) - 1647 MST

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
3. TERRAIN CONDITION - RUNWAY

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1197

3/23/84

PHOENIX, AZ

A/C Reg. No. N36104

Time (Lcl) - 1830 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -AERIAL OBSERVATION

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

1

Accident Occurred During -LANDING

NONE

Pass

0

2

3

0

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

Make/Model - BALLOON WORKS FIRE FLY 8-24

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 - UNK/NR

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

GLENDAL, AZ

Completeness - UNK/NR

Destination

Airport Data

Basic Weather - VMC

SAME AS ACC/INC

Wind Dir/Speed- 040/010 KTS

ATC/Airspace

Runway Ident - N/A

Visibility - 60.0 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 - 37

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE, COMMERCIAL

Current - YES

Total - 1986

Last 24 Hrs - 2

SE LAND, ME LAND

Months Since - 23

Make/Model- 18

Last 30 Days- 27

FREE BALLOON

Aircraft Type - S55A

Instrument- 92

Last 90 Days- 42

Multi-Eng - 633

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF ON A SIGHT-SEEING BALLOON FLT WITH 5 PASSENGERS WHOSE AGES WERE REPORTEDLY FROM 65 TO 83 YRS OLD. ABOUT 1 HR & 15 MINS LATER, HE LANDED ON DESERT TERRAIN IN WINDS THAT HE ESTIMATED WERE APRX 10 KTS GUSTING TO 15 KTS. DURING TOUCHDOWN, THE BASKET DESCEND INTO VEGETATION & TIPPED OVER ONTO ITS SIDE. THE PLT HAD INSTRUCTED THE PASSENGERS TO MOVE TO THE BACK OF THE BASKET, BRACE THEMSELVES & TO SQUAT DOWN JUST PRIOR TO TOUCHDOWN. HOWEVER, SEVERAL PASSENGERS STOOD UP & EXTENDED THEIR ARMS UPWARD TO BRACE THEMSELVES. WHEN THE BASKET TIPPED OVER, 1 OF THE PASSENGER'S ARMS WAS CAUGHT BENEATH IT. SEVERAL OTHER PASSENGERS FELL ON TOP OF THE OTHERS. ONE OF THE PASSENGERS SUFFERED A BROKEN WRIST; ANOTHER SUFFERED 3 BROKEN RIBS. THE SERIOUSLY INJURED PASSENGERS WERE 70 & 83 YRS OF AGE.

Brief of Accident (Continued)

File No. - 1197

3/23/84

PHOENIX,AZ

A/C Reg. No. N36104

Time (Lc1) - 1830 MST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1057

4/03/84

PHOENIX,AZ

A/C Reg. No. N5802S

Time (Lcl) - 1700 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 250/003 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL PASO, TX
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SKY HARBOR INT'L
Runway Ident - 26
Runway Lth/Wid - 11001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - 95 B55

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	796
Make/Model-	648
Instrument-	60
Multi-Eng -	665
Last 24 Hrs -	2
Last 30 Days-	6
Last 90 Days-	21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GEAR WAS INADVERTENTLY RETRACTED AT ABOUT 50 MPH BY THE PILOT IN COMMAND DURING LANDING ROLL.

Brief of Accident (Continued)

File No. - 1057

4/03/84

PHOENIX, AZ

A/C Reg. No. N5802S

Time (Lc1) - 1700 MST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1196 4/07/84 PRESCOTT VALLEY, AZ A/C Reg. No. N2014F Time (Lc1) - 1730 MST

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

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

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

Make/Model - BALLOON WORKS FIRE FLY 6B	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1550	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	COYOTE SPRINGS, AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PRESCOTT VALLEY, AZ	
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 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 - DUSK		

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

Pilot-In-Command	Age - 45	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 62
NONE	Months Since - 5	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Make/Model- 62
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE BALLOON TOOK OFF, THE WINDS WERE VIRTUALLY CALM. HOWEVER, DURING THE LAST 30 MINUTES OF FLT, THE SURFACE WINDS INCREASED TO AN ESTIMATED 15 KTS WHICH NECESSITATED A HIGH WIND LANDING. THE GONDOLA TIPPED OVER DURING THE LANDING & ONE OF THE PASSENGERS SUFFERED A FRACTURED LEFT FEMUR.

Brief of Accident (Continued)

File No. - 1196

4/07/84

PRESCOTT VALLEY, AZ

A/C Reg. No. N2014F

Time (Lcl) - 1730 MST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

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

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. - 1189 5/28/84 KAYENTA,AZ A/C Reg. No. N10WR Time (Lcl) - 0600 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH S35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/003 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
KAYENTA,AZ
Destination
HAYWARD,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

KAYENTA
Runway Ident - 24
Runway Lth/Wid - 5100/ 50
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 5300	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, HE RAISED THE NOSE. THE ACFT BEGAN CLIMBING AND IMMEDIATELY THEREAFTER, THE STALL WARNING HORN SOUNDED. HE THEN LOST CONTROL, THE ACFT DESCENDED & CRASHED INTO TERRAIN SOUTH OF THE RWY. THE PLT SAID THAT HE OVER ROTATED DURING THE TAKEOFF. THE ARPT ELEVATION WAS 5710 FT & THE ESTIMATED TEMP WAS 60 DEGS.

Brief of Accident (Continued)

File No. - 1189

5/28/84

KAYENTA, AZ

A/C Reg. No. N10WR

Time (Lc1) - 0600 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. LIFT-OFF - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. 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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1192 5/30/84 MESA,AZ

A/C Reg. No. N5190B

Time (Lcl) - 0640 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 020/010 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MESA,AZ

Destination

MESA,AZ

Airport Proximity
ON AIRPORT

Airport Data

FALCON FIELD

Runway Ident - 04L

Runway Lth/Wid - 3800/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND

-----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 - 28 Last 24 Hrs - 1

Make/Model- 28 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ENTERED THE TRAFFIC PATTERN FOR A TOUCH-&-GO LANDING. DURING TOUCHDOWN, THE ACFT BOUNCED. HE APPLIED FULL POWER & MOVED THE FLAP SELECTOR TO THE "UP" POSITION, BUT THE ACFT YAWED TO THE LEFT. IT VEERED OFF THE RWY, TRAVELED ONTO A GRADED DOWNSLOPING AREA & NOSED OVER. THE STUDENT'S INSTRUCTOR DID NOT SEE THE ACCIDENT, BUT BELIEVED THAT HE MAY HAVE USED INSUFFICIENT RUDDER TO COUNTERACT THE ENG'S TORQUE DURING THE GO-AROUND.

Brief of Accident (Continued)

File No. - 1192

5/30/84

MESA, AZ

A/C Reg. No. N5190B

Time (Lcl) - 0640 MST

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1186

7/10/84

CHANDLER, AZ

A/C Reg. No. N1962L

Time (Lcl) - 0900 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - BEECH C-23

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2450

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

CHANDLER MUNICIPAL

Runway Ident - 22

Runway Lth/Wid - 3800/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 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 - 16 Last 24 Hrs - 1

Make/Model- 16 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SOLO FLT. HE REPORTED THAT THE ACFT BOUNCED DURING A LANDING, THEN "STARTED TO HEAD OFF TO THE LEFT." HE REPORTED THAT HE "CAME IN WITH POWER & RUDDER" BUT THE ACFT WENT OFF THE RWY & HIT A MOUND OF DIRT & A FENCE.

Brief of Accident (Continued)

File No. - 1186

7/10/84

CHANDLER, AZ

A/C Reg. No. N1962L

Time (Lc1) - 0900 MST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1142 7/22/84 SCOTTSDALE, AZ A/C Reg. No. N499SH Time (Lcl) - 1229 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - VANCE-HAMM GLASAIR
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
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 - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SCOTTSDALE, AZ
Destination
MESA, AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SCOTTSDALE MUNICIPAL
Runway Ident - 03
Runway Lth/Wid - 8251/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 556 Last 24 Hrs - 2
Make/Model- 15 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 41
Multi-eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT WAS CLEARED FOR TAKEOFF, THE TOWER WAS REPORTING A WIND FROM 260 DEG AT 11 KTS. THE TAKEOFF WAS INITIATED & THE ACFT ACCELERATED NORMALLY. WHEN THE TAILWHEEL WAS RAISED, THE PLANE BEGAN DRIFTING LEFT. THE PLT SAID SHE APPLIED RUDDER UNTIL SHE HAD FULL RIGHT RUDDER DEFLECTION, BUT THE ACFT CONTINUED OFF THE RWY & HEADED FOR A TAXIWAY. THE ACFT WAS LIFTED OFF THE GROUND TWICE WITH INSUFFICIENT AIRSPEED TO REMAIN AIRBORNE. FINALLY, IT STALLED AT ABOUT 20 FT AGL & CONTACTED THE GROUND RIGHT WING 1ST. ACCORDING TO THE PASSENGER, THE WIND SOCK AT THE DEPARTURE END OF THE RWY WAS LIMP.

Brief of Accident (Continued)

File No. - 1142

7/22/84

SCOTTSDALE,AZ

A/C Reg. No. N499SH

Time (Lc1) - 1229 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. TERRAIN CONDITION - ROUGH/UNEVEN
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) 2,3,4,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1143 7/22/84 WILLIAMS,AZ A/C Reg. No. N3456 Time (Lcl) - 0930 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - NESMITH COUGAR 1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

Last Departure Point
WINSLOW,AZ
Destination
LAS VEGAS,NV

Airport Proximity
ON AIRPORT

Airport Data

WILLIAMS MUNICIPAL
Runway Ident - 18
Runway Lth/Wid - 4500/ 60
Runway Surface - GRAVEL
Runway Status - DRY
ICE COVERED

Wind Dir/Speed- 220/007 KTS
Visibility - 15.0 SM

ATC/Airspace

Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	238	Last 24 Hrs -	4
Make/Model-	43		Last 30 Days-	UNK/NR
Instrument-	10		Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT ELECTED TO LAND AT THE WILLIAMS MUNI ARPT FOR A REST STOP. HE NOTED THAT RWY 2/20 WAS CLOSED; HOWEVER, HE OBSERVED WHAT APPEARED TO BE A NEW GRAVEL STRIP, ORIENTED NORTH/SOUTH & AN AIRPLANE ON THE ARPT. THE PLT ASSUMED THE ARPT WAS OPEN & PROCEEDED TO LAND ON THE GRAVEL STRIP. THE SURFACE OF THE GRAVEL STRIP WAS SOFT. JUST BEFORE THE ACFT STOPPED, THE NOSE GEAR COLLAPSED & THE PLANE NOSED OVER. RWY 2/20 WAS NOTAMED CLOSED UNTIL 9/1/84. DURING THIS TIME, CONSTRUCTION OF A NEW RWY (18/36) WAS UNDERWAY. IT WAS ON THIS RWY THAT THE PLT HAD LANDED.

Brief of Accident (Continued)

File No. - 1143

7/22/84

WILLIAMS,AZ

A/C Reg. No. N3456

Time (Lc1) - 0930 MST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. LANDING GEAR,NOSE GEAR - OVERLOAD

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) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1139 8/13/84 PRESCOTT,AZ A/C Reg. No. N6612S Time (Lc1) - 1645 MST

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

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

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

Make/Model - CESSNA 182RG	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	PRESCOTT,AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PHOENIX,AZ	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 65.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	
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)
ATP,CFI	Current - YES	Total - 14567
SE LAND,ME LAND	Months Since - 3	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- 1333
		Multi-Eng - 3601
		Last 24 Hrs - 4
		Last 30 Days- 46
		Last 90 Days- 144

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT PROCEEDED ON TAKEOFF DOWN THE RWY, IT EXITED THE RWY ON THE LEFT SIDE OVER A BERM INTO A WIDE SHALLOW DITCH AREA, THEN ABOUT 122 FEET LATER THE ACFT TRAVELED BACK OVER THE BERM ONTO THE RWY AND TOOK OFF. THE NOSE THEN PITCHED UP, THE ACFT BANKED LEFT AND STALLED. ACCORDING TO THE MEDICAL EXAMINER, "THE AUTOPSY REVEALED THAT THE PILOT HAD SEVERE CORONARY DISEASE AND WAS EXPERIENCING A HEART ATTACK AT THE TIME OF TAKEOFF."

Brief of Accident (Continued)

File No. - 1139

8/13/84

PRESCOTT,AZ

A/C Reg. No. N6612S

Time (Lcl) - 1645 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(HEART ATTACK) - PILOT IN COMMAND
-

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

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, INCAPACITATION - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1080

1/20/84

KELSEYVILLE, CA

A/C Reg. No. N5154H

Time (Lcl) - 2030 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - MANEUVERING

Fire
NONE

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

Make/Model - CESSNA 172M

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NWS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - IMC

Wind Dir/Speed- 330/005 KTS

Visibility - .100 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - OBSCURED

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

ANGWIN, CA

Destination

LAKEPORT, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 114	Last 24 Hrs	- 3
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Make/Model-	114	Last 30 Days-	19
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Instrument-	6	Last 90 Days-	28
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT BECAME DISORIENTED WHILE IN IMC AND COULD NOT LOCATE THE ARPT. THE PLE STATED THAT DUE TO LIGHTS ON THE GROUND HE THOUGHT THAT HE WAS OVER THE PENINSULA, WHICH IS AN AREA OF LOW TERRAIN. HE ATTEMPTED A 180 DEG TURN AFTER DESCENDING TO 500 FT MSL. THE ACFT COLLIDED WITH TREES NEAR KONOCTI HARBOR, FROM WHICH THE MOUNTAIN RISES ABRUPTLY AND STEEPLY. THE PLT STATED THAT HE WAS MUCH CLOSER TO THE MOUNTAIN THAN HE THOUGHT.

Brief of Accident (Continued)

File No. - 1080

1/20/84

KELSEYVILLE, CA

A/C Reg. No. N5154H

Time (Lcl) - 2030 PST

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. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. LIGHT CONDITION - DARK NIGHT
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1185 2/17/84 RIALTO, CA A/C Reg. No. N74490 Time (Lcl) - 1045 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BELLANCA 14-13-2
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A-335-B1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
 RIALTO, CA
Destination
 RIVERSIDE, CA

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

Airport Proximity
OFF AIRPORT/STRIP

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

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1025 Last 24 Hrs - 2
Make/Model- 1025 Last 30 Days- UNK/NR
Instrument- 25 Last 90 Days- 3
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB AFTER TAKEOFF, THE ENG LOST POWER. THE PLT THEN MADE A WHEELS-UP LANDING ON ROUGH TERRAIN & THE ACFT WAS DAMAGED. AN EXAM REVEALED THAT THE LEFT FUEL TANK WAS EMPTY & THE RIGHT TANK WAS FULL. THE PLT REPORTED THAT HE MAY HAVE TAKEN OFF WITH THE FUEL SELECTOR POSITION TO THE LEFT TANK, THEN REPOSITIONED IT TO THE RIGHT TANK AFTER THE ENG LOST POWER. THE FUEL SELECTOR WAS OBSERVED IN THE RIGHT TANK POSITION AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1185

2/17/84

RIALTO, CA

A/C Reg. No. N74490

Time (Lc1) - 1045 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1193

3/09/84

CARLSBAD, CA

A/C Reg. No. N74862

Time (Lc1) - 1627 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - 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 - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 260/005 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL MONTE, CA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MCCLELLAND-PALOMAR
Runway Ident - 24
Runway Lth/Wid - 4700/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	285	Last 24 Hrs -	2
Make/Model-	230	Last 30 Days-	17	
Instrument-	17	Last 90 Days-	35	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN THE ACFT WAS ABOUT 10 FT AGL & HE WAS BEGINNING TO FLARE FOR A LANDING ON RWY 24, A SLIGHT GUST OF WIND CAUSED THE PLANE TO DRIFT TO THE EDGE OF THE RWY. THE PLT BEGAN CORRECTING FOR THE DRIFT, BUT THE PASSENGER GRABBED THE YOKE & PLACED HIS FEET FIRMLY ON THE RUDDER PEDALS. REPORTEDLY, THE PASSENGER "FROZE ON THE CONTROLS." THE PLT DIRECTED THE PASSENGER TO RELEASE THE CONTROLS & HIT HIM TWICE IN THE CHEST. AS THE ACFT CONTINUED TO VEER OFF COURSE, THE PASSENGER RELEASED THE CONTROLS, BUT BY THIS TIME, THE ACFT WAS HEADED TOWARD PARKED ACFT. ACCORDING TO THE PLT, THERE WAS INSUFFICIENT TIME & DISTANCE AVAILABLE TO CORRECT THE SITUATION. THE ACFT CRASHED INTO A CESSNA 182K, N2584F; A CESSNA 152, N24384; & A CESSNA 150, N63206. THE PASSENGER DID NOT REMEMBER GRABBING THE ACFT CONTROLS.

Brief of Accident (Continued)

File No. - 1193

3/09/84

CARLSBAD, CA

A/C Reg. No. N74862

Time (Lc1) - 1627 PST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. CONTROL INTERFERENCE - PERFORMED - PASSENGER
6. IMPROPER USE OF PROCEDURE, OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - AIRCRAFT PARKED

-----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) 1,2,3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1190 4/02/84 CONCORD, CA A/C Reg. No. N81300 Time (Lcl) - 1446 PST

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

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

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

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O-540-J3ASD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/007 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 4500 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CONCORD, CA Destination UNK/NR ATC/Airspace Type of Flight Plan - NONE Type of Clearance - VFR Type Apch/Lndg - NONE	Airport Proximity ON AIRPORT Airport Data BUCHANAN FIELD Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 14 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
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS WAITING FOR A TAKEOFF CLEARANCE, TOWER PERSONNEL NOTIFIED HIM THAT THE ACFT APPEARED TO BE ON FIRE. THE PLT SHUT DOWN THE ENG & EXITED THE ACFT. THE FIRE DEVELOPED, BUT WAS MAINLY CONFINED TO THE ENG COMPARTMENT. IT WAS PROMPTLY EXTINGUISHED BY THE LOCAL FIRE DEPARTMENT. AN EXAM REVEALED FUEL STAINS ON THE BELLY SKIN PANELS AFT OF THE FIREWALL & IN LINE WITH THE ELECTRIC BOOST PUMP, INDICATING A PRIOR FUEL LEAK. ALSO, AN INSPECTION OF THE MUFFLER REVEALED IT WAS BLOWN OPEN WHICH ALLOWED EXHAUST GAGES TO ENTER THE ENG COMPARTMENT. THE LAST INSPECTION OF THE ACFT WAS APRX 101 HRS PRIOR TO THE SUBJECT FIRE.

Brief of Accident (Continued)

File No. - 1190

4/02/84

CONCORD, CA

A/C Reg. No. N81300

Time (Lcl) - 1446 PST

Occurrence FIRE

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. MAINTENANCE, 100 HOUR INSPECTION - EXCEEDED - COMPANY/OPERATOR MGMT
2. FUEL SYSTEM - LEAK
3. EXHAUST SYSTEM, MUFFLER - FAILURE, PARTIAL
4. MISCELLANEOUS - FIRE

-----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. - 1194 4/07/84 MOORPARK,CA A/C Reg. No. N3749W Time (Lcl) - 0758 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -AERIAL OBSERVATION	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass	0	1	0	0
Accident Occurred During -TAKEOFF			0	4	0	0

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

Make/Model - BALLOON WORKS FIRE FLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1660	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	MOORPARK,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MOOREPARK,CA	
Wind Dir/Speed- 225/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 225
NONE	Months Since - 17	Make/Model- 225
	Aircraft Type - RX7	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 12
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER COMPLETING THE 2ND FLT OF THE MORNING, HE CHANGED THE FUEL TANK & ACQUIRED NEW PASSENGERS. HE STATED THAT DURING THE 1ST 2 FLTS, THE BALLOON HAD NOT DRIFTED MORE THAN 100 YDS FROM ITS POINT OF LIFT-OFF. AS THE BALLOON ASCENDED ON THE 3RD FLT, THE WIND CONDITION CHANGED. AT ABOUT 10 FT AGL, IT BEGAN DRIFTING TOWARD NEARBY POWER LINES. AS SOON AS THE PLT REALIZED THE BALLOON WOULD NOT CLEAR THE LINES, HE GRABBED THE VENT ROPE TO RIP THE TOP; HOWEVER, THE BALLOON DRIFTED INTO THE POWER LINES. STEEL CABLES SUSPENDING THE GONDOLA TOUCHED THE POWER LINES & A SHOWER OF SPARKS DEVELOPED. ALL OCCUPANTS WERE SERIOUSLY BURNED WHEN BITS OF HOT METAL CONTACTED THEIR HEADS, NECKS & BACKS.

Brief of Accident (Continued)

File No. - 1194

4/07/84

MOORPARK, CA

A/C Reg. No. N3749W

Time (Lcl) - 0758 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION

Occurrence #2 FIRE/EXPLOSION
Phase of Operation TAKEOFF

Finding(s)

7. BALLOON EQUIPMENT, SUSPENSION SYSTEM - ARCING

-----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) 2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1191 4/13/84 SCAGGS ISLAND,CA A/C Reg. No. N3387 Time (Lcl) - 1515 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2950
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- 260/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SONOMA,CA
Destination
SONOMA,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 63
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) - AIRPLANE

-----Narrative-----

DURING A LOCAL FLT, THE ACFT CRASHED ON THE SIDE OF A LEVEE WHILE MANEUVERING. BOTH PLTS WERE SERIOUSLY INJURED & NEITHER OF THEM COULD RECALL DETAILS OF THE FLT. AN EXAM OF THE CRASH SITE REVEALED THE PLANE WAS TRAVELING NEARLY PARALLEL WITH THE LEVEE WHEN IT CRASHED. GRASS (18 INCHES TALL) ON THE LEVEE HAD BEEN NEATLY SLICED PRIOR TO THE PRINCIPAL IMPACT. THE WIDTH OF THE SWATH MEASURED THE APRX WING SPAN OF THE LOWER WINGS. AFTER IMPACT, THE MAIN WRECKAGE TRAVELED ABOUT 100 FT BEFORE COMING TO REST. NO PREIMPACT/MECHANICAL PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1191

4/13/84

SCAGGS ISLAND, CA

A/C Reg. No. N3387

Time (Lcl) - 1515 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - DIRT BANK
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1184 4/29/84 PALO ALTO, CA A/C Reg. No. N491HC Time (Lc1) - 1440 PDT

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

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

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

Make/Model - HALL-CAVALIER SA-102.5	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SCHELLVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALO ALTO, CA	PALO ALTO OF SANTA CLARA
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 7
		Last 30 Days- 8
		Instrument- UNK/NR
		Last 90 Days- 8
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE ACFT BOUNCED & PORPOISED SEVERAL TIMES AND THE NOSE GEAR FAILED. SUBSEQUENTLY, THE ACFT SKIDDED TO A STOP ON THE RWY & A FIRE ERUPTED IN THE ENG COMPARTMENT. THE OCCUPANT EXITED THE PLANE, BUT MOMENTS LATER, IT WAS CONSUMED BY THE FIRE.

Brief of Accident (Continued)

File No. - 1184

4/29/84

PALO ALTO, CA

A/C Reg. No. N491HC

Time (Lc1) - 1440 PDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 FIRE
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1183

4/29/84

FORT ORD, CA

A/C Reg. No. N5559G

Time (Lcl) - 1645 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				
Accident Occurred During	-LANDING				

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - CESSNA 150J
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 - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/010 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
NAPA, CA
Destination
MONTEREY, 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
SE LAND, ME LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - T-34B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 483
Make/Model-	89
Instrument-	150
Multi-Eng -	61
Last 24 Hrs -	2
Last 30 Days-	6
Last 90 Days-	11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKING OFF, THE PLT NOTED THAT THE LEFT FUEL GAGE INDICATED A LITTLE LESS THAN 1/2 FULL & THE RIGHT GAGE SHOWED APRX 1/2 FULL. HE STATED THAT A "VISUAL INSPECTION SHOWED ABOUT THE SAME, AS MUCH AS I COULD SEE." THE FLT WAS UNEVENTFUL UNTIL THE ENG SUDDENLY LOST PWR ABOUT 3 MILES FROM THE DESTINATION. AN EMERGENCY LANDING WAS MADE ON ROUGH, UNEVEN TERRAIN WHERE THE NOSE GEAR COLLAPSED DURING THE ROLL-OUT. THE PLT REPORTED THAT A FEW MINUTES BEFORE THE POWER LOSS, HE HAD CHECKED THE FUEL GAGES & THEY INDICATED ABOUT 1/4 FULL. AUTOMOTIVE FUEL WAS BEING USED & AN STC HAD BEEN ISSUED FOR THAT PURPOSE. ABOUT 2 1/2 GALS OF FUEL WERE DRAINED FROM THE ACFT.

Brief of Accident (Continued)

File No. - 1183

4/29/84

FORT ORD, CA

A/C Reg. No. N5559G

Time (Lcl) - 1645 PDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. BRAKES(NORMAL) - MISJUDGED - 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 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1059 5/19/84 BIG BEAR CITY,CA A/C Reg. No. N756BS Time (Lcl) - 1348 PDT

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

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

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

Make/Model - CESSNA TR182	Eng Make/Model - LYCOMING O-540-L3C5D	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BIG BEAR CITY,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TORRANCE,CA	
Wind Dir/Speed- 300/004 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5850/ 75
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
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)
COMMERCIAL	Current - YES	Total - 803
SE LAND,ME LAND	Months Since - 22	Make/Model- 276
	Aircraft Type - UNK/NR	Instrument- 74
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TAKEOFF, SHORTLY AFTER LANDING GEAR RETRACTION, THE ENG BACKFIRED AND EXPERIENCED A TOTAL POWER LOSS. THE PLT LOWERED THE LANDING GEAR AND LANDED STRAIGHT AHEAD JUST OFF THE RWY. THE ACFT BOUNCED ONCE AND CAME TO REST IN A CITY PARK. IT IMMEDIATELY CAUGHT FIRE. THE TWO OCCUPANTS ESCAPED FROM THE ACFT, BUT WERE SERIOUSLY BURNED. INSPECTION OF THE ENGINE FOLLOWING THE ACCIDENT SHOWED EVIDENCE OF OVERHEATING. THERE WERE INDICATIONS ON ALL SPARK PLUGS OF HEAVY DEPOSITS OF LEAD AND OIL. THE SPARK PLUGS WERE NOT GAPPED CONSISTANTLY. THE ELECTRODES WERE GRAY IN COLOR. TESTS CONDUCTED ON THE PLUGS REVEALED THAT THE MAJORITY FAILED TO FIRE AT HIGH MANIFOLD PRESSURES. THE DENSITY ALTITUDE WAS APPROXIMATELY 10000 FT MSL. THE PLT STATED THAT ON RUN-UP THE ENGINE RAN ROUGH, BUT LEANING THE MIXTURE HELPED. HE STATED THAT HE ADJUSTED THE MIXTURE TO FULL RICH FOR TAKEOFF.

Brief of Accident (Continued)

File No. - 1059

5/19/84

BIG BEAR CITY, CA

A/C Reg. No. N756BS

Time (Lcl) - 1348 PDT

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

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
2. IGNITION SYSTEM, SPARK PLUG - OTHER
3. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. MIXTURE - IMPROPER USE OF - 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)

6. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1126 5/19/84 ELK GROVE, CA A/C Reg. No. NONE Time (Lcl) - 1000 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

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

Airport Proximity
ON AIRPORT

Airport Data

SUNSET SKY RANCH
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)
NONE

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

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 20	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS ON A SOLO TRAINING FLT WHEN THE ENGINE STOPPED AS THE VEHICLE PASSED OVER THE RWY. THE STUDENT MADE A SHALLOW BANK TO THE RIGHT AND DESCENDED INTO AN ADJACENT FIELD WHERE SHE AND THE VEHICLE COLLIDED WITH SOME BALES OF HAY. THE STUDENT HAD RECEIVED 20 HOURS OF DUAL INSTRUCTION IN A 2 PLACE CESSNA ACFT PRIOR TO HER SOLO FLT IN THE ULTRALIGHT. POST ACCIDENT INVESTIGATION REVEALED THAT THE ENGINE FAILED BECAUSE THE IGNITION COIL HAD BECOME DISCONNECTED. THE ULTRALIGHT WAS EQUIPED WITH A BALLISTIC PARACHUTE SYSTEM WHICH WAS NOT DEPLOYED.

Brief of Accident (Continued)

File No. - 1126

5/19/84

ELK GROVE, CA

A/C Reg. No. NONE

Time (Lc1) - 1000 PDT

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

Finding(s)

1. IGNITION SYSTEM,IGNITION COIL - DISCONNECTED
-

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

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

Finding(s)

2. OBJECT - OBJECT
 3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1146

5/28/84

LUCERNE VALLEY,CA

A/C Reg. No. N7710S

Time (Lc1) - 1330 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - SCHWEIZER SGS1-26D
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
Wind Dir/Speed- UNK/NR
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
LUCERNE VALLEY,CA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 63
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 2-33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1822
Make/Model-	2
Instrument-	194
Multi-Eng -	390
Last 24 Hrs -	UNK/NR
Last 30 Days-	1
Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HIS GLIDER WAS THE 3RD TO LAUNCH (USING AN AUTO TOW) ON A DISTANCE COMPLETION FLT. HE RELEASED THE TOW CABLE AT ABOUT 900 FT & BEGAN SEARCHING FOR LIFT. NO LIFT WAS FOUND. AFTER A SHORT TIME, HE ATTEMPTED TO RETURN TO THE DEPARTURE POINT. WHILE MANEUVERING AT LOW ALT ON BASE LEG, A THERMAL WAS ENCOUNTERED AND THE PLT'S VISIBILITY WAS MOMENTARILY RESTRICTED BY A DUST PLUME. AT ABOUT THAT TIME, THE GLIDER STALLED, ITS RIGHT WING TIP CONTACTED TERRAIN & IT CARTWHEELED. AFTER THE ACCIDENT, THE DIRECTION OF LAUNCH WAS CHANGED DUE TO A WIND SHIFT. THE PLT STATED, THE APCH "WAS BAD PLANNING ON MY PART."

Brief of Accident (Continued)

File No. - 1146

5/28/84

LUCERNE VALLEY,CA

A/C Reg. No. N7710S

Time (Lc1) - 1330 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
5. 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) 1,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1145 6/02/84 SAN FERNANDO, CA A/C Reg. No. N9518H Time (Lc1) - 0800 PDT

-----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 - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 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 BULLHEAD CITY, AZ</p> <p>Destination SAN FERNANDO, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SAN FERNANDO</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2280/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 179
SE LAND	Months Since - 10	Make/Model- 86
	Aircraft Type - C-152	Instrument- 14
		Last 24 Hrs - 2
		Last 30 Days- 15
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT MADE HIS 1ST APCH TO LAND, THE ACFT WAS TOO HIGH ON FINAL, SO HE MADE A GO-AROUND. HE REPORTED THAT ON THE 2ND APCH, THE ACFT WAS TRAVELING TOO FAST & FLOATED FOR A LONG PERIOD PRIOR TO TOUCHING DOWN. DURING THE LANDING, THE ACFT BOUNCED & IMPACTED IN A NOSE DOWN ATTITUDE. THE NOSE GEAR COLLAPSED & THE ACFT SKIDDED TO A STOP ON THE RWY. THE FIREWALL & FORWARD CABIN AREA WERE ALSO BUCKLED.

Brief of Accident (Continued)

File No. - 1145

6/02/84

SAN FERNANDO, CA

A/C Reg. No. N9518H

Time (Lc1) - 0800 PDT

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

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)
3. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1013

6/06/84

ROSAMOND, CA

A/C Reg. No. N5335M

Time (Lcl) - 2255 PDT

-----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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C(M)

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 - 125 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 360/035 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - OBSCURED

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SANTA ANA, CA

Destination

BAKERSFIELD, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----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 - 100

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 7

Make/Model- 60

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 ACFT COLLIDED WITH RISING TERRAIN AT THE 4200 FT LEVEL ABOUT 3 MILES SOUTH OF ELEVATIONS OF 6800 FT. GUARDS ON DUTY WITHIN A MILE OF THE ACCIDENT SITE SAID THE WEATHER AT THE TIME OF THE ACCIDENT WAS FOGGY WITH A LIGHT DRIZZLE AND NORTH WINDS OF 35 KTS. THE ACFT CRASHED ON A HEADING OF 180 DEGREES, WINGS LEVEL, IN A DESCENT AT HIGH SPEED. THE PLT HAD CALLED ONTARIO FSS AND ASKED FOR PLT REPORTS OF WEATHER OVER LAKE HUGHES AND INTO BAKERSFIELD. THE FSS HAD NO PLT REPORTS BUT ASKED IF HE WAS AWARE OF SIGMET MIKE 7. THE PLT SAID HE WAS. HE WAS GIVEN BAKERSFIELD WEATHER AND TOLD THAT PORTERVILLE VORTAC WAS OUT OF SERVICE. THE PLT ACKNOWLEDGED THIS INFORMATION. THERE IS NO RECORD OF FURTHER RADIO CONTACT WITH THE ACFT. THE ACFT DID NOT ARRIVE AT BAKERSFIELD AND AT ABOUT 1100 PDT THE NEXT DAY THE WRECKAGE WAS SIGHTED ABOUT 19 NM WEST OF ROSAMOND.

Brief of Accident (Continued)

File No. - 1013

6/06/84

ROSAMOND, CA

A/C Reg. No. N5335M

Time (Lc1) - 2255 PDT

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
2. IN FLIGHT WEATHER ADVISORIES - INITIATED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - MOUNTAIN WAVE
8. WEATHER CONDITION - TURBULENCE
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. TERRAIN CONDITION - RISING

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,8,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1188

6/09/84

LEE VINING,CA

A/C Reg. No. N147DS

Time (Lcl) - 0900 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
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

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

Make/Model - LEE THORPE T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1550
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/YES
Stall Warning System - NO

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NAPA,CA
Destination
LEE VINING,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LEE VINING
Runway Ident - 14
Runway Lth/Wid - 4090/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 66
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - T-18

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

Total	- 1950	Last 24 Hrs -	0
Make/Model-	170	Last 30 Days-	12
Instrument-	UNK/NR	Last 90 Days-	30
Multi-Eng -	700	Rotorcraft -	42

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING IN CALM AIR, THE ACFT BEGAN VEERING RIGHT WHEN HE APPLIED THE BRAKES. HE CORRECTED WITH LEFT RUDDER & BRAKE, THEN THE ACFT VEERED LEFT. SUBSEQUENTLY, IT VEERED OFF THE LEFT SIDE OF THE RWY, WENT DOWN A GRADE & NOSED OVER. THE PLT REPORTED THAT THERE WAS NOTHING WRONG WITH HIS ACFT & SUGGESTED THAT HE OVER-CORRECTED WHEN HE APPLIED LEFT RUDDER & BRAKE. THE ARPT ELEV WAS 6802 FT.

Brief of Accident (Continued)

File No. - 1188

6/09/84

LEE VINING, CA

A/C Reg. No. N147DS

Time (Lcl) - 0900 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1118

6/24/84

LEE VINING,CA

A/C Reg. No. N5269V

Time (Lc1) - 1040 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

Crew
Pass

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/015 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
MAMMOTH LAKES,CA
Destination
LIVERMORE,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 550
Make/Model- 450
Instrument- 78
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AFTER ENTERING TIOGA PASS, HE MADE A LEFT TURN TO FOLLOW THE CENTER OF THE PASS & THE ACFT BEGAN TO SINK. HE APPLIED FULL POWER & WENT TO THE BEST ANGLE OF CLIMB SPEED, BUT WAS UNABLE TO STOP THE SINK. THE ACFT THEN HIT AN ELECTRICAL TRANSMISSION TOWER, CRASHED & BEGAN BURNING. THE 2 PASSENGERS RECEIVED SERIOUS BURNS. THE PLT & A PERSON ON THE GROUND RECEIVED MINOR INJURIES. THE ELEVATION OF THE CRASH SITE WAS 9538 FT. THE DENSITY ALT WAS APRX 13,000 FT. GROUND WITNESSES SAID THE ACFT WAS FLYING EXCESSIVELY LOW PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1118

6/24/84

LEE VINING,CA

A/C Reg. No. N5269V

Time (Lc1) - 1040 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. WEATHER CONDITION - MOUNTAIN WAVE
 5. WEATHER CONDITION - DOWNDRAFT
 6. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

7. OBJECT - ELECT TOWER
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1187 6/24/84 LUCERNE VALLEY, CA A/C Reg. No. N7712S Time (Lcl) - 1030 PDT

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

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

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

Make/Model - SCHWEIZER SGS-126D	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKI/WHEEL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 922	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STUDENT PLT REPORTED THAT DURING A WINCH LAUNCH WITH A LEFT X-WIND, THE WIND LIFTED THE LEFT WING & THE RIGHT WING CONTACTED THE GROUND. THE GLIDER THEN VEERED TO THE RIGHT & THE RIGHT WING HIT A WIND SOCK & A VEHICLE. HE REPORTED THAT A WIND-SHIFT HAD JUST OCCURRED & THE X-WIND WAS FROM 180 DEGS AT 10 KTS GUSTING TO 15 KTS.

Brief of Accident (Continued)

File No. - 1187

6/24/84

LUCERNE VALLEY, CA

A/C Reg. No. N7712S

Time (Lc1) - 1030 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - 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 OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

9. OBJECT - UTILITY POLE
10. OBJECT - VEHICLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1156

6/26/84

WEAVERVILLE, CA

A/C Reg. No. N3070G

Time (Lcl) - 1130 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
0
0

Injuries

Serious	Minor	None
1	0	0
1	1	0

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/004 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TRINITY CENTER, CA
Destination
REDDING, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LONNIE POOL FIELD
Runway Ident - 36
Runway Lth/Wid - 3380/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 35

Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 103	Last 24 Hrs - 3
Make/Model- 103	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 4
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT FILED A VFR FLT PLAN, HE STATED THAT HE WAS AWARE THAT THE ARPT AT WEAVERVILLE, CA, WAS A ONE WAY STRIP & THAT HE HAD A GUIDE BOOK WHICH SHOWED THIS INFO. PUBLISHED PROCEDURES CALLED FOR ACFT TO "LAND ON RWY 36, TAKE-OFF RWY 18." A CAUTION NOTE STATED, "DUE HIGH TERRAIN SURROUNDING FIELD AND STEEP RWY GRADIENT (3.5%), IF GO-AROUND NECESSARY, START EARLY WHILE STILL HIGH. TREES AT N END ARE 175' HIGHER THAN RWY 36 THRESHOLD! NO GO-AROUND AFTER TOUCH DOWN. NO TOUCH-AND-GO." DURING ARRIVAL, THE ACFT WAS OBSERVED TO DESCEND TO ABOUT 15 TO 20 FT AGL WITH APRX 2500 FT OF RWY REMAINING WHEN THE PLT INITIATED A GO-AROUND. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES NORTH OF THE ARPT, CRASHED & BURNED. THE PLT SAID THAT ON FINAL APCH, HE ENCOUNTERED TURBULENT AIR & BELIEVED HE WAS HIGH ENOUGH TO GO AROUND; HOWEVER, HE WAS UNABLE TO OUT CLIMB THE RISING TERRAIN. THE DENSITY ALT WAS APRX 4450 FT. WITNESSES REPORTED THE WIND WAS FROM 180 DEG AT 4 KTS.

Brief of Accident (Continued)

File No. - 1156

6/26/84

WEAVERVILLE, CA

A/C Reg. No. N3070G

Time (Lc1) - 1130 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. TERRAIN CONDITION - TREE(S)

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1117 6/27/84 PASO ROBLES,CA A/C Reg. No. N49419 Time (Lcl) - 1400 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	1

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1620
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
Wind Dir/Speed- 030/005 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
PASO ROBLES,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MOORE RANCH
Runway Ident - 18
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 380
Last 24 Hrs	- 3
Make/Model-	50
Instrument-	50
Multi-Eng	- 27
Last 30 Days-	36
Last 90 Days-	77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS LANDING ON A 3000 FT STRIP THAT HAD BEEN SCRAPED OUT OF THE GROUND BY USING A "BLADE". DURING THE CONSTRUCTION, A 1 1/2 FT BERM WAS LEFT ON EACH SIDE OF THE STRIP. WHILE ON THE LANDING ROLL, THE PLT KEPT THE NOSE WHEEL OFF THE GROUND WITH A LEFT QUARTERING TAILWIND & THE ACFT BEGAN DRIFTING RIGHT. THE PLT USED LEFT RUDDER TO CORRECT FOR THE DRIFT. HOWEVER, BEFORE HE LOWERED THE NOSEWHEEL, THE MAIN GEAR HIT THE BERM & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1117

6/27/84

PASO ROBLES, CA

A/C Reg. No. N49419

Time (Lc1) - 1400 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1147

7/08/84

LLANO, CA

A/C Reg. No. N99966

Time (Lcl) - 1730 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BLANIK L-13
Landing Gear - SKI/WHEEL
Max Gross Wt - 1200
No. of Seats - 2

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 - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
LLANO, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 220/024 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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
GLIDER

Age - 58

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	363	Last 24 Hrs	-	1
Make/Model	-	21	Last 30 Days	-	UNK/NR
Instrument	-	11	Last 90 Days	-	14

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE GLIDER DID NOT SINK AS FAST AS EXPECTED ON THE DOWNWIND LEG, SO HE EXTENDED FLAPS TO 30 TO 40 DEG, USED SPOILERS & EXTENDED THE DOWNWIND. ON BASE LEG HE ENTERED AN AREA OF HIGH SINK; THEREFORE, HE CLOSED THE SPOILERS & ANGLED TOWARD THE RWY. HE DECIDED THAT HE WOULD BE UNABLE TO REACH THE RWY, SO HE ELECTED TO LAND IN A FIELD, SHORT OF THE ARPT. DURING THE LANDING ON ROUGH TERRAIN, THE RIGHT WING HIT A JOSHUA TREE & THE GLIDER WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1147

7/08/84

LLAND,CA

A/C Reg. No. N99966

Time (Lc1) - 1730 PDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH

Finding(s)

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

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
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

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. - 1140 7/23/84 PACOIMA, CA A/C Reg. No. N3514H Time (Lcl) - 1300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -SOLO TRAIN.	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 - ERCOUPE 415-CD	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point VAN NUYS, CA	
Method - N/A	Destination LOCAL	Airport Data WHITEMAN
Completeness - N/A		Runway Ident - 12
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3725/ 40
Wind Dir/Speed- 120/005 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO	
Lowest Ceiling - 2500 FT BROKEN		
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)
STUDENT	Current - N/A	Total - 76
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 31
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT WHEN HE LANDED, "THE NOSE HIT 1ST & A BIT HARD CAUSING A BALLOON. THEN THE PLANE AGAIN CAME DOWN HARD & BALLOONED. THIS HAPPENED ABOUT 3 TIMES BEFORE THE PLANE STOPPED & WENT ON THE NOSE." THE NOSE GEAR COLLAPSED DURING THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 1140

7/23/84

PACOIMA, CA

A/C Reg. No. N3514H

Time (Lc1) - 1300 PDT

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 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1141 7/24/84 JACKSON,CA A/C Reg. No. N40692 Time (Lcl) - 1600 PDT

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

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

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

Make/Model - MAULE M-4-210C	Eng Make/Model - CONTINENTAL IO-360-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OAKLAND,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JACKSON,CA	WESTOVER FLD. AMADOR CO.
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	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)
PRIVATE	Current - UNK/NR	Total - 1000
SE LAND	Months Since - UNK/NR	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT OBSERVED THE WIND SOCK INDICATING A WIND FROM THE WEST AT ABOUT 15 KTS. HE ENTERED THE TRAFFIC PATTERN & LANDED ON RWY 19. AFTER TOUCHDOWN, THE ACFT ENCOUNTERED A GUST OF WIND, GROUND LOOPED & WENT OFF THE RIGHT SIDE OF THE RWY, COLLAPSING THE LEFT MAIN GEAR. THE PLT ESTIMATED THAT THE WIND WAS GUSTING TO APRX 25 KTS.

Brief of Accident (Continued)

File No. - 1141

7/24/84

JACKSON,CA

A/C Reg. No. N40692

Time (Lc1) - 1600 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH WIND
 4. WEATHER CONDITION - CROSSWIND
 5. WEATHER CONDITION - GUSTS
 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

8. 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) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1200 8/04/84 DELANO, CA A/C Reg. No. N5359V Time (Lcl) - 0930 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - HILLER UH-12ET

Eng Make/Model - ALLISON C20

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3100

Engine Type - TURBOSHAFT

No. of Seats - 3

Rated Power - 400 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Itinerary

Last Departure Point

Airport Proximity

OFF AIRPORT/STRIP

Method - N/A

DELANO, CA

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- CALM

Runway Ident - N/A

Visibility - 7.0 SM

ATC/Airspace

Runway Lth/Wid - N/A

Lowest Sky/Clouds - CLEAR

Type of Flight Plan - NONE

Runway Surface - N/A

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Status - N/A

Obstructions to Vision- NONE

Type Apch/Lndg - FORCED LANDING

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,CFI

Current - YES

Total - 8040

Last 24 Hrs - 3

SE LAND,ME LAND,SE SEA

Months Since - 20

Make/Model- 1268

Last 30 Days- 120

HELICOPTER

Aircraft Type - 47G5

Instrument- 0

Last 90 Days- 285

Multi-Eng - 80

Rotorcraft - 6906

Instrument Rating(s) - NONE

-----Narrative-----

THE HILLER UH-12 HELICOPTER (WITH A SOLOV CONVERSION) WAS ON A SPRAY RUN WHEN THE ENG BEGAN LOSING POWER. THE PLT HEADED FOR AN "OPEN SPOT IN THE TREES", BUT ALL POWER WAS LOST THE ACFT COLLIDED WITH ALMOND TREES. ONLY 15 TO 18 OZS OF FUEL WERE REMAINING IN THE FUEL TANKS. ACCORDING TO THE PLT, HE THOUGHT ABOUT 20 MINUTES OF FUEL WERE REMAINING. THE FUEL QUANTITY GAGE WAS INOP.

Brief of Accident (Continued)

File No. - 1200

8/04/84

DELANO, CA

A/C Reg. No. N5359V

Time (Lcl) - 0930 PDT

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

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

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. - 1178 8/13/84 GRASS VALLEY, CA A/C Reg. No. N4130U Time (Lcl) - 0105 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 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
LAKEVIEW, OR
Destination
GRASS VALLEY, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 210/002 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

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 - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 462
Make/Model- 210
Instrument- 0
Last 24 Hrs - 13
Last 30 Days- UNK/NR
Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON X-COUNTRY FLT. BEFORE LANDING AT LAKEVIEW, OR, THE TACHOMETER FAILED & BEGAN MAKING A NOISE. AT LAKEVIEW, THE PLT DISCONNECTED THE TACHOMETER & HAD 7.5 GALS OF FUEL ADDED TO 1 TANK. HE ESTIMATED THAT HE HAD 15 GALS OF WHICH 3.5 GALS WERE UNUSABLE. ON THE NEXT LEG OF THE FLT, HE ENCOUNTERED AN ESTIMATED 15 KT HEADWIND. ABOUT 8 MILES NORTH OF HIS DESTINATION, THE ENG BEGAN RUNNING ROUGH & SUBSEQUENTLY LOST POWER. AT THAT TIME, THE RIGHT FUEL GAGE WAS REPORTEDLY INDICATING 1/4 TO 1/2 FULL & THE LEFT FULL GAGE INDICATED EMPTY. DURING A NIGHT FORCED LANDING ON A ROAD, THE RIGHT WING TIP HIT A TREE BESIDE THE ROADWAY, THE ACFT VEERED OFF THE ROAD AND WENT DOWN AN EMBANKMENT. APRX 1 GAL OF FUEL WAS FOUND REMAINING IN THE ACFT.

Brief of Accident (Continued)

File No. - 1178

8/13/84

GRASS VALLEY, CA

A/C Reg. No. N4130U

Time (Lc1) - 0105 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS, TACHOMETER - INOPERATIVE
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
5. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
7. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

8. LIGHT CONDITION - NIGHT
9. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1179

8/18/84

MADERA, CA

A/C Reg. No. N62822

Time (Lcl) - 1340 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELL P-63C-5-BE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10950
No. of Seats - 1

Eng Make/Model - ALLISON V1710
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 2000 HP

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

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

Weather Data

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

Itinerary

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

Airport Proximity
ON AIRPORT

Airport Data

MADERA
Runway Ident - 30
Runway Lth/Wid - 4500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 240/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	1189	Last 24 Hrs - 1
Make/Model-	665	Last 30 Days- UNK/NR
Instrument-	79	Last 90 Days- 14
Multi-Eng -	20	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS OF A BELL P-63 (KING COBRA), N62822 & A NORTH AMERICAN P-51 (MUSTANG), N65206, WERE PARTICIPATING IN AN AIR-SHOW WHEN THE ACFT COLLIDED DURING LANDING. AN INVESTIGATION REVEALED THE P-63 PLT HAD MADE A 360 OVERHEAD PATTERN BEFORE LANDING. AT ABOUT THE SAME TIME, THE AIRSHOW CONTROLLER SAW THE P-51 ON A LONG FINAL APCH & INSTRUCTED THE P-63 PLT TO ROLL OUT TO THE END OF THE RWY AS ALL OTHER ACFT WERE DOING. ACCORDING TO THE P-51 PLT, THE P-63 LANDED ON THE L SIDE OF THE RWY & HE ASSUMED THE P-63 PLT WOULD STAY ON THE L SIDE PER THE PREFLT BRIEFING, BUT HE RADIOED TWICE FOR THE P-63 PLT NOT TO TURN RIGHT. THE P-63 PLT SAID HE LANDED ON THE RWY CENTERLINE & AT THE END OF HIS LANDING ROLL, HE TURNED RIGHT TOWARD A TAXI STRIP TO CLEAR THE RWY ASAP. ALSO HE SAID HE DID NOT HEAR THE RADIO CALLS ABOUT ROLLING TO THE END OF THE RWY OR NOT TO TURN RIGHT. AN AIRBORNE PLT SAID THE P-63 WAS ROLLING ON THE L SIDE WHEN THE P-51 LANDED WITH A SAFE INTERVAL, BUT THE P-63 MADE AN ABRUPT R TURN. THE P-51'S R WING TIP HIT THE P-63'S RUDDER.

Brief of Accident (Continued)

File No. - 1179

8/18/84

MADERA, CA

A/C Reg. No. N62822

Time (Lcl) - 1340 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
2. SAFETY ADVISORY - NOT IDENTIFIED - PILOT IN COMMAND
3. MANEUVER - PREMATURE - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - AIRCRAFT MOVING ON GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1179 8/18/84 MADERA, CA A/C Reg. No. N65206 Time (Lcl) - 1340 PDT

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

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

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

Make/Model	- NORTH AMERICAN P-51D	Eng Make/Model	- ROLLS ROYCE IO-230	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 11600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 1600 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	MADERA
Wind Dir/Speed	- 240/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 30
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	- 4500/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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 - UNK/NR	Total - 1544	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model - 235	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 10	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS OF A BELL P-63 (KING COBRA), N62822 & A NORTH AMERICAN P-51 (MUSTANG), N65206, WERE PARTICIPATING IN AN AIR-SHOW WHEN THE ACFT COLLIDED DURING LANDING. AN INVESTIGATION REVEALED THE P-63 PLT HAD MADE A 360 OVERHEAD PATTERN BEFORE LANDING. AT ABOUT THE SAME TIME, THE AIRSHOW CONTROLLER SAW THE P-51 ON A LONG FINAL APCH & INSTRUCTED THE P-63 PLT TO ROLL OUT TO THE END OF THE RWY AS ALL OTHER ACFT WERE DOING. ACCORDING TO THE P-51 PLT, THE P-63 LANDED ON THE L SIDE OF THE RWY & HE ASSUMED THE P-63 PLT WOULD STAY ON THE L SIDE PER THE PREFLT BRIEFING, BUT HE RADIOED TWICE FOR THE P-63 PLT NOT TO TURN RIGHT. THE P-63 PLT SAID HE LANDED ON THE RWY CENTERLINE & AT THE END OF HIS LANDING ROLL, HE TURNED RIGHT TOWARD A TAXI STRIP TO CLEAR THE RWY ASAP. ALSO HE SAID HE DID NOT HEAR THE RADIO CALLS ABOUT ROLLING TO THE END OF THE RWY OR NOT TO TURN RIGHT. AN AIRBORNE PLT SAID THE P-63 WAS ROLLING ON THE L SIDE WHEN THE P-51 LANDED WITH A SAFE INTERVAL, BUT THE P-63 MADE AN ABRUPT R TURN. THE P-51'S R WING TIP HIT THE P-63'S RUDDER.

Brief of Accident (Continued)

File No. - 1179

8/18/84

MADERA, CA

A/C Reg. No. N65206

Time (Lc1) - 1340 PDT

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

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
 2. SAFETY ADVISORY - NOT IDENTIFIED - PILOT OF OTHER AIRCRAFT
 3. MANEUVER - PREMATURE - PILOT OF OTHER AIRCRAFT
 4. OBJECT - AIRCRAFT MOVING ON GROUND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1135 8/23/84 CHULA VISTA, CA A/C Reg. No. NONE Time (Lcl) - 1020 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

0

Pass

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - CALYPSO N/A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 500

No. of Seats - 1

Eng Make/Model - CUYUNA U1 11-02

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 35 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

NICKOLS FIELD

Runway Ident - 27

Runway Lth/Wid - 1300/ 100

Runway Surface - DIRT

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 235

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

OPERATOR/COMPANY PERSONNEL HAD BEEN FLYING THE CALYPO ULTRALIGHT FOR ABOUT 2 HRS WHEN THE MARKETING DIRECTOR WAS APPROACHED BY A PLT WHO WANTED TO FLY THE VEHICLE. THEY NOTED THAT THE PLT HAD BEEN TEACHING STUDENTS IN AN EIPPER ULTRALIGHT. COMPANY PERSONNEL AGREED TO LET HIM FLY THE TRAFFIC PATTERN ON THE CONDITION THAT HE WOULD PRACTICE 3 CROW HOPS 1ST. THE PLT STARTED THE CALYPSO, BUT TOOK OFF WITHOUT PRACTICING CROW HOPS. HE MADE 2 PASSES TO THE RWY. ON THE 3RD X-WIND TO DOWNWIND TURN AT ABOUT 200 FT AGL, HE COMMENCED A 360-DEGREE TURN, THEN WENT INTO A SPIN & CRASHED. ACCORDING TO A WITNESS, THE PLT APPLIED FULL LEFT STICK & FULL RIGHT RUDDER WHILE PERSONNEL ON THE GROUND WERE YELLING FOR HIM TO KICK IN LEFT RUDDER. THE WITNESS NOTED THAT THE PLT HAD PREVIOUSLY BEEN FLYING A 2 AXIS CONTROLLED ULTRALIGHT (EIPPER), BUT THE CALYPSO WAS A 3-AXIS CONTROLLED VEHICLE. HE THOUGHT THE PLT GOT HIS HAND & FOOT CONTROLS MIXED UP.

Brief of Accident (Continued)

File No. - 1135

8/23/84

CHULA VISTA, CA

A/C Reg. No. NONE

Time (Lc1) - 1020 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 6. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1034

5/10/84

CANON CITY, CO

A/C Reg. No. N761UK

Time (Lcl) - 1115 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 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/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- 315/013 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
ENGLEWOOD, 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

FERMONT COUNTY
Runway Ident - 29
Runway Lth/Wid - 5400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 28

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	146	Last 24 Hrs	-	1
Make/Model	-	62	Last 30 Days	-	UNK/NR
Instrument	-	2	Last 90 Days	-	52

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE SIDE OF THE RWY INTO A DITCH DURING LANDING. THE PLT SAID HE WAS ONLY USING 20 DEGREES OF FLAPS DUE TO THE WIND AND AFTER TOUCHING DOWN THE ACFT WAS BLOWN OFF THE RWY. WHILE IN THE DIRT THE PLT ADDED POWER "TO TRY AND GET LIFT TO EITHER GO-AROUND OR RETURN TO THE PAVEMENT." THE ACFT CONTINUED INTO A DITCH.

Brief of Accident (Continued)

File No. - 1034

5/10/84

CANON CITY, CO

A/C Reg. No. N761UK

Time (Lc1) - 1115 MDT

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

Finding(s)

1. OBJECT - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1032

6/30/84

AURORA, CO

A/C Reg. No. N44222

Time (Lcl) - 1000 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - JOHN R JONES PDQ2VW
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 370
No. of Seats - 1

Eng Make/Model - VOLKSWAGON 1600CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 55 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- 320/003 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AURORA
Runway Ident - 32
Runway Lth/Wid - 4677/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	140	Last 24 Hrs -	0
Make/Model-	0	Last 30 Days-	0	
Instrument-	3	Last 90 Days-	1	

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT ACFT WAS BEING TESTED FOR FLT EVEN THOUGH PREVIOUS TESTS HAD PROVEN THAT THE ENGINE WOULD NOT SUPPORT FLT. THE PLT SAID THE CARBURETOR HAD BEEN IMPROVED PRIOR TO THIS TEST. THE ACFT TOOKOFF AND CLIMBED TO ABOUT 15 FT AGL AND STAYED AT THAT ALT FOR THE LENGTH OF THE RWY. WHEN THE ENGINE LOST POWER THE PLT SAID A LANDING WAS MADE OFF THE DEPARTURE END OF THE RWY. AFTER ABOUT 25 FT OF ROLL THE ACFT NOSED OVER. THE PLT SAID THAT THE LOSS OF POWER WAS DUE TO IMPROPER CARBURETOR NEEDLE VALVE SETTING. THE DENSITY ALT AT THE TIME OF THE ACCIDENT WAS ABOUT 8400 FT. THE ARPT IS 5680 FT MSL. THIS FLT WAS TO HAVE BEEN THE BASIS FOR APPLICATION FOR AN AIRWORTHINESS CERTIFICATE FOR THIS ACFT.

Brief of Accident (Continued)

File No. - 1032

6/30/84

AURORA, CO

A/C Reg. No. N44222

Time (Lcl) - 1000 MDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - UNDETERMINED
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
 5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 1,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1127 7/22/84 ERIE, CO A/C Reg. No. NONE Time (Lcl) - 1900 MDT

-----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 103	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0
					None
					0

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

Make/Model - EIPPER QUICKSILVER MXL	Eng Make/Model - ROTAX 447	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 30 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	TRI-COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 800 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 169
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 52
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 62
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS PROCEEDING IN A NORMAL TAKEOFF WHEN THE ENGINE LOST PARTIAL POWER AT ABOUT 100 FT AGL. THE PLT TURNED THE VEHICLE TO AVOID TREES AND A RIVER. DURING THE HARD FORCED LANDING, THE VEHICLE WAS DAMAGED AND THE PLT HURT HIS LEG. POST ACCIDENT INVESTIGATION REVEALED A SPARK PLUG SHORTED BY A METALLIC PARTICLE ACROSS THE FILAMENTS. ACCORDING TO THE PLT, THIS WAS THE FOURTH TIME THIS HAD OCCURRED.

Brief of Accident (Continued)

File No. - 1127

7/22/84

ERIE,CO

A/C Reg. No. NONE

Time (Lcl) - 1900 MDT

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

Finding(s)

1. IGNITION SYSTEM,SPARK PLUG - CONTAMINATION

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1161 5/07/84 NO.STONINGTON,CT A/C Reg. No. N25369 Time (Lcl) - 1578 EDT

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
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	Last Departure Point	OFF AIRPORT/STRIP
Method	ALBANY,NY	
Completeness	Destination	Airport Data
Basic Weather	NO.CENTRAL,RI	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
- 180/005 KTS	Type of Flight Plan	- N/A
Visibility	- VFR	Runway Lth/Wid
- 20.0 SM	Type of Clearance	- N/A
Lowest Sky/Clouds	- VFR	Runway Surface
- CLEAR	Type Apch/Lndg	- N/A
Lowest Ceiling	- FORCED LANDING	
- NONE		
Obstructions to Vision		
- HAZE		
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)	
STUDENT	Current	Total	77
	- N/A	Make/Model	60
	Months Since	Instrument	2
	- N/A	Last 24 Hrs	4
	Aircraft Type	Last 30 Days	UNK/NR
	- N/A	Last 90 Days	14

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A X-COUNTRY FLT, THE STUDENT PLT BECAME LOST & HIS FUEL SUPPLY BECAME LOW. HE HAD DIFFICULTY CONTACTING A GROUND STATION, BUT FINALLY DID SO AFTER RECEIVING ASSISTANCE FROM OTHER PLTS. HE WAS REQUESTED TO SQUAWK 7700 ON HIS TRANSPONDER, BUT THE GROUND STATION COULD NOT RECEIVE THE TRANSPONDER REPLY. THE PLT STATED THAT THE ENG BEGAN RUNNING ROUGH WHILE THE GAGES WERE INDICATING THE FUEL TANKS WERE 1/4 FULL. HE ELECTED TO MAKE A PRECAUTIONARY LANDING; HOWEVER, WHEN HE WAS ON A DOWNWIND TO LAND, THE ENG LOST POWER & HE WAS FORCED TO LAND IN A DIFFERENT FIELD. WHILE ON THE LANDING ROLL ON MUDDY TERRAIN, THE ACFT WAS HEADED TOWARD SOME FARM EQUIPMENT. THE PLT APPLIED BRAKES TO AVOID HITTING TRACTORS & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1161

5/07/84

NO.STONINGTON,CT

A/C Reg. No. N25369

Time (Lc1) - 1578 EDT

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

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. FLUID,FUEL - LOW LEVEL
4. AIR/GROUND COMMUNICATIONS - DELAYED - PILOT IN COMMAND
5. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
6. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
7. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
8. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - SOFT
10. TERRAIN CONDITION - WET
11. OBJECT - VEHICLE

-----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) 1,2,3,5,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1138 12/22/84 ELLINGTON, CT A/C Reg. No. N84958 Time (Lc1) - 1650 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
ON GROUND

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

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

Make/Model - ROBINSON R-22-A
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - AVCO LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 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 - IMC
Wind Dir/Speed - 030/007 KTS
Visibility - .060 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OBSCURED
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ELLINGTON, CT
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ELLINGTON
Runway Ident - 03
Runway Lth/Wid - 1800/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
NONE
HELICOPTER

Age - 45

Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - R-22A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Last 24 Hrs	- 2
Last 30 Days	- 9
Last 90 Days	- 33
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INST RATED PLT CONTINUED FLT INTO IMC CONDITIONS IN A HELICOPTER WHICH WAS NOT EQUIPPED FOR FLT ON INSTRUMENTS. THERE IS NO RECORD OR WITNESSES OF THE PLT HAVING RECEIVED A FORMAL WX BRIEFING BUT IT IS REPORTED THAT THE PLT WAS INFORMED OF FOG MOVING TOWARD AND EVENTUALLY "SOCKING IN" THE ARPT. THE PLTS REPLY TO THE LAST CALL OF A "SOCKED IN" CONDITION WAS "I HAVE THE ARPT IN SIGHT". WITNESSES SAW THE ACFT HEADING AWAY FROM THE ARPT AFTER HAVING HEARD IT FLYING TOWARD THE ARPT. THE ACFT WAS SEEN TO DESCEND AT A STEEP ANGLE TOWARD THE GROUND JUST PRIOR TO IMPACT. THE SIGHTING WAS SHORT (APROX 3 SECONDS) AND MADE MORE DIFFICULT BY THE REDUCED VISIBILITY DUE TO FOG AND FADING DAYLIGHT (DUSK). INVESTIGATION REVEALED NO MECHANICAL OR PHYSICAL REASONS OF A CONTRIBUTORY NATURE.

Brief of Accident (Continued)

File No. - 1138

12/22/84

ELLINGTON,CT

A/C Reg. No. N84958

Time (Lc1) - 1650 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION - PILOT IN COMMAND

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

Finding(s)

5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
8. CLIMB - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1036 5/23/84 ST.PETERSBURG,FL A/C Reg. No. N2552A Time (Lc1) - 1900 EDT

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

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

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

Make/Model - PIPER PA-38-112	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 - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST.PETERSBURG,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 162
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 1
		Instrument- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE PLT DID AT LEAST ONE COMPLETE ROLL PRIOR TO THE ACCIDENT. THEY STATED THAT AFTER ROLLING AT ABOUT 100 FT ABOVE THE WATER & PARALLEL TO THE BEACH, THE ACFT APPEARED TO BANK VERY STEEPLY TO THE LEFT, THEN PITCH DOWN INTO THE WATER. THE WRECKAGE WAS RECOVERED ON 5/25/84. AN EXAM OF THE WRECKAGE FAILED TO DISCLOSE ANY PRE-EXISTING FAULTS OR FAILURES OF THE ENG, AIRFRAME, OR CONTROL SYSTEM.

Brief of Accident (Continued)

File No. - 1036

5/23/84

ST.PETERSBURG,FL

A/C Reg. No. N2552A

Time (Lcl) - 1900 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. AEROBATICS - INITIATED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - 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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1029

6/09/84

WILLISTON, FL

A/C Reg. No. N33916

Time (Lcl) - 1428 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				
Accident Occurred During	-DESCENT				
		Crew			
		Pass			
		1	0	0	0
		0	0	0	0

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

Make/Model - SCHWEIZER SGS 1-26E
Landing Gear - UNK/NR
Max Gross Wt - 700
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- 150/006 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WILLISTON
Runway Ident - 04
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
NONE
GLIDER

Age - 62

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - SGU 222

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 66	Last 24 Hrs -	1
Make/Model-	50	Last 30 Days-	1
Instrument-	0	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO ENTER A LEFT BASE LEG FOR RWY 4. THE PLT CONTINUED TO FLY THE BASE LEG HEADING & FLEW THRU THE FINAL APCH LEG. THE ACFT THEN ENTERED A RIGHT BANK, & AFTER 180 DEG OF TURN, IT STALLED & WENT INTO A RIGHT SPIN AT AN ESTIMATED 600 TO 800 FEET. NO VISIBLE ATTEMPTS TO RECOVERED WERE NOTED. THE GLIDER CRASHED IN A FIELD ALONG THE FINAL APCH COURSE TO RWY 4. NO PREIMPACT STRUCTURAL FAILURE OR FLT CONTROL MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1029

6/09/84

WILLISTON, FL

A/C Reg. No. N33916

Time (Lcl) - 1428 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1050

7/20/84

BONIFAY, FL

A/C Reg. No. N9860P

Time (Lcl) - 1202 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - PIPER PA-25-235

Eng Make/Model - LYCOMING O-540

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 235 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2400 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

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - 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 - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5000

Last 24 Hrs - 4

Make/Model- 2000

Last 30 Days- UNK/NR

Instrument- 1000

Last 90 Days- 120

Multi-Eng - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TURNING AFTER A SWATH RUN THE CONTROL STICK CAME LOOSE AND THE ACFT IMPACTED THE GROUND. INSPECTION REVEALED THE BOLT USED TO SECURE THE CONTROL STICK FAILED DUE TO CORROSION.

Brief of Accident (Continued)

File No. - 1050

7/20/84

BONIFAY,FL

A/C Reg. No. N9860P

Time (Lcl) - 1202 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - INOPERATIVE
 2. FLT CONTROL SYST,ELEVATOR CONTROL - INOPERATIVE
 3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
 4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

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

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

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

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. - 1024 7/27/84 ESPANOLA, FL A/C Reg. No. N56JG Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-D4A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 200/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
UNKNOWN
Destination
UNK/NR

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

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WITHOUT FLT PLAN AND NO FLT HISTORY WAS FOUND ABANDONED IN A FIELD WITH 14 BALES OF MARIJUANA LOCATED IN AND AROUND THE WRECKAGE. NO OWNER OR PLT HAS BEEN LOCATED. CUSTOMS AGENTS TRACKING THE ACFT LOST CONTACT IN A THUNDERSTORM BETWEEN DAYTONA AND SANFORD, FL.

Brief of Accident (Continued)

File No. - 1024

7/27/84

ESPANOLA, FL

A/C Reg. No. N56JG

Time (Lc1) - UNK/NR

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
3. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND
4. DISPATCH PROCEDURES - DISREGARDED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1028 3/16/84 FRANKLIN,GA A/C Reg. No. N83WH Time (Lcl) - 1405 EST

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

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

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

Make/Model - HOME BUILT DRAGON FLY 294	Eng Make/Model - VOLKSWAGEN	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	OFF AIRPORT/STRIP
Method - N/A	LA GRANGE,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROME,GA	Runway Ident - N/A
Wind Dir/Speed- 020/010 KTS	ATC/Airspace	Runway Lth/Wld - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 7000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 81
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT ACFT WITH 3 PERSONS ABOARD LOST ITS PROPELLER AFTER THE CRANKSHAFT FAILED DURING CRUISE. A FORCED LANDING WAS EXECUTED ON A STATE HIGHWAY. THE PLT SAID HE LOST DIRECTIONAL CONTROL AT ABOUT 30 MPH AND CONTACTED A DITCH AND TWO FENCE POSTS. THE PLT HAS NOT FILED AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 1028

3/16/84

FRANKLIN,GA

A/C Reg. No. N83WH

Time (Lc1) - 1405 EST

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

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
 2. PROPELLER SYSTEM/ACCESSORIES,HUB - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - FENCE
 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. - 1175 3/27/84 ATLANTA,GA A/C Reg. No. N3808N Time (Lcl) - 1145 EST

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

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

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

Make/Model - BEECH A36TC	Eng Make/Model - CONTINENTAL TS10-520-UB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3650	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	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DALLAS, TX	
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3966/ 150
Lowest Sky/Clouds - 6000 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 607
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-34	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE PLT RADIOED THAT A DOOR HAD POPPED OPEN & HE NEEDED TO RETURN. ACCORDING TO A PLT WITNESS, THE ACFT HAD CLIMBED ABOVE TREETOP LEVEL WHEN IT STARTED TO LOSE ALT. ANOTHER WITNESS SAID THE ACFT LEVELED OFF & STARTED TO SINK, THEN THE NOSE CAME UP AGAIN, BUT THE ACFT SETTLED BACK TO THE GROUND & ROLLED OFF AN EMBANKMENT. AFTER GOING OVER THE EMBANKMENT, THE ACFT BECAME AIRBORNE AGAIN AND IMPACTED IN A NOSE DOWN ATTITUDE. THE GROUND WITNESS RECALLED THAT WHEN THE ACFT PASSED HIS POSITION NEAR THE RWY, THE DOOR WAS OPEN & AN OBJECT THAT LOOKED LIKE A SEAT BELT WAS HANGING OUT THE TOP OF THE DOOR. AN EXAM OF THE DOOR REVEALED NO PREIMPACT PROBLEM THAT WOULD HAVE PREVENTED IT FROM CLOSING PROPERLY. IMPACT MARKS WERE FOUND ON THE GROUND NEAR THE END OF THE RWY WHERE THE LANDING GEAR HAD TOUCHED DOWN HARD, BEFORE THE ACFT WENT OVER THE EMBANKMENT. ACCORDING TO THE OPERATOR'S MANUAL, AN UNLOCKED DOOR WOULD NOT AFFECT THE FLT CHARACTERISTICS, EXCEPT TO SLIGHTLY REDUCE THE CLIMB RATE.

Brief of Accident (Continued)

File No. - 1175

3/27/84

ATLANTA,GA

A/C Reg. No. N3808N

Time (Lc1) - 1145 EST

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

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1119 4/22/84 ATHENS,GA A/C Reg. No. N5009T Time (Lcl) - 1350 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-H4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 110/018 KTS
Visibility - .750 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 300 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ATHENS MUNICIPAL
Runway Ident - 20
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 424
Make/Model- 64
Instrument- 106
Multi-Eng - 14
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE STARTING AN APCH, THE PLT WAS ADVISED THE WX WAS: 300 FT OBSCURED, VISIBILITY 3/4 MI WITH LIGHT RAIN & FOG. THE MINIMUMS FOR A STRAIGHT-IN VOR APCH TO RWY 2 WERE 400 FT MDA & 1 MI VISIBILITY; FOR A CIRCLING APCH, THE MINIMUMS WERE 433 FT & 1 MI. THE PLT TOLD ATLANTA CENTER THAT HE WOULD TRY THE APCH TO ATHENS 1 TIME. HE INITIATED THE APCH TO RWY 2. WITNESSES SAW THE ACFT CROSS THE APRT FROM SOUTH TO NORTH, ENTER LOW CLOUDS, THEN HEARD WHAT THEY INTERPRETED TO BE A RIGHT TURN. THEY THEN SAW THE ACFT DESCENDING IN A RIGHT TURN & DISAPPEAR BEHIND BUILDINGS. IT CRASHED 57 FT EAST OF RWY 2/20. THE SERIOUSLY INJURED PLT COULD NOT RECALL THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1119

4/22/84

ATHENS,GA

A/C Reg. No. N5009T

Time (Lcl) - 1350 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
7. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND

-----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) 1,2,3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1027 6/27/84 SMITHVILLE,GA A/C Reg. No. N4199X Time (Lcl) - 1400 EDT

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

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

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

Make/Model	- ROCKWELL INTERNATIONAL S2R	Eng Make/Model	- P&W 1340 ANI	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	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	LESLIE,GA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LESLIE,GA		Runway Ident	- N/A
Wind Dir/Speed	- 280/006 KTS			Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Status	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 19300	Last 24 Hrs - 10
SE LAND,ME LAND	Months Since - 17	Make/Model- 10000	Last 30 Days- 35
	Aircraft Type - S2R	Instrument- 95	Last 90 Days- 100
		Multi-Eng - 1015	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A DIRT MOUND AFTER BOUNCING DURING A FORCED LANDING AFTER WHITE SMOKE CAME FROM THE ENGINE EN ROUTE TO A SPRAYING OPERATION. THE POWER DECREASED AND THE ENGINE QUIT PRIOR TO TOUCHDOWN IN A FIELD. AFTER STRIKING A DIRT MOUND THE ACFT WAS DESTROYED BY FIRE. SOURCE OF THE FIRE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1027

6/27/84

SMITHVILLE,GA

A/C Reg. No. N4199X

Time (Lcl) - 1400 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - FIRE
2. ENGINE ASSEMBLY - 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)

3. TERRAIN CONDITION - DIRT BANK
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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. - 1092 8/07/84 BAINBRIDGE,GA A/C Reg. No. N9943P Time (Lcl) - 1420 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

IN FLIGHT

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
0

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

Make/Model - PIPER PA-36
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3900
No. of Seats - 1

Eng Make/Model - CONTINENTAL TIARA 6-285
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 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- 300/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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,ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3000

Make/Model- 2078

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 150

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESTROYED BY FIRE AFTER IT CRASHED INTO A WOODED AREA JUST BEYOND THE RUNWAY AFTER TAKING OFF ON A CROP CONTROL FLT. THE PLT STATED THAT AFTER TAKEOFF HE SAW SMOKE AND FLAMES COMING FROM UNDER THE COWLING. THE ACFT WOULD NOT MAINTAIN ALT AND CRASHED INTO THE TREES.

Brief of Accident (Continued)

File No. - 1092

8/07/84

BAINBRIDGE, GA

A/C Reg. No. N9943P

Time (Lcl) - 1420 EDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. UNDETERMINED

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

Finding(s)
3. OBJECT - TREE(S)

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

Finding(s)
4. TERRAIN CONDITION - GROUND

----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. - 1062 3/12/84 W CAMRN BLK 624,GM A/C Reg. No. N1076N Time (Lcl) - 1045 CST

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

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

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250C-28	ELT Installed/Activated	- NO	-N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT			
No. of Seats	- 6	Rated Power	- 435 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 290/025 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- .500 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- 400 FT	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 400 FT OBSCURED	Type Apch/Lndg	- NONE		
Obstructions to Vision	- BLOWING SPRAY				
Precipitation	- RAIN				
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 - 3045	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 8	Make/Model - 879	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 206	Instrument - 583	Last 90 Days - 164
		Multi-Eng - 120	Rotorcraft - 2826

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT AND PASSENGERS BOARDED THE HELICOPTER IN AN ATTEMPT TO FLY OFF THE RIG BEFORE THE PASSAGE OF A SQUALL LINE. THE ACFT ENGINE WAS BEING STARTED WHEN THE ACFT WAS BLOWN OFF THE PLATFORM AND INTO THE WATER BY A GUST OF WIND. THE ACFT IMPACTED THE SEA 100 FT BELOW THE PLATFORM IN A TAIL FIRST ATTITUDE.

Brief of Accident (Continued)

File No. - 1062

3/12/84

W CAMRN BLK 624,GM

A/C Reg. No. N1076N

Time (Lcl) - 1045 CST

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

Finding(s)

1. STARTING PROCEDURE - ATTEMPTED - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

Finding(s)

6. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1076 4/04/84 W CAMERON 540,GM A/C Reg. No. N5791Z Time (Lcl) - 1810 CST

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

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

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

Make/Model	- AEROSPATIALE AS 355F	Eng Make/Model	- ALLISON 250-C20F	ELT Installed/Activated	- NO	-N/A
Landing Gear	- HIGH SKID	Number Engines	- 2	Stall Warning System	- NO	
Max Gross Wt	- 5070	Engine Type	- TURBOSHAFT			
No. of Seats	- 6	Rated Power	- 420 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- 300/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - COMPANY (VFR)	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7207
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - AS 355F	Make/Model- 1326
		Last 30 Days- UNK/NR
		Instrument- 740
		Last 90 Days- 187
		Multi-Eng - 871
		Rotorcraft - 4041

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PLT WAS TAKING OFF FROM AN UNMANNED RIG, THE TAIL SECTION OF THE HELICOPTER CONTACTED A ROTATING BEACON SUPPORT BRACKET ON TOP OF A CRANE STRUCTURE. THE CRANE STRUCTURE WAS LOCATED BELOW THE ELEVATION OF THE LANDING PAD. THE HELICOPTER THEN CRASHED INTO THE SURROUNDING WATER.

Brief of Accident (Continued)

File No. - 1076

4/04/84

W CAMERON 540,GM

A/C Reg. No. N5791Z

Time (Lc1) - 1810 CST

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

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - AIRPORT FACILITY
-

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

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

Finding(s)

3. TERRAIN CONDITION - WATER,ROUGH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1144 7/17/84 HONOLULU, HI A/C Reg. No. N21S Time (Lc1) - 0600 HST

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

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

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

Make/Model - BEECH H18S	Eng Make/Model - P&W R985AN143	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LIHUE, HI	HONOLULU INTL
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - 04R
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 1500 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 - DAWN		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 4772
SE LAND, ME LAND	Months Since - 3	Make/Model- 99
	Aircraft Type - BE-H18S	Instrument- 810
		Multi-Eng - 3570
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 94

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF AT ABOUT 50 FT AGL & 4,000 FT DOWN RWY 4R, THE RIGHT ENG LOST POWER. ACCORDING TO THE PLT, HIS AIRSPEED WAS 105 MPH & THE RIGHT ENG "POPPED" BEFORE IT LOST POWER. HE ALSO STATED THAT POWER ON THE LEFT ENG DETERIORATED AFTER THE THE RIGHT PROP WAS FEATHERED. THE ACFT WENT INTO A RIGHT BANK & THE PLT MAINTAINED CONTROL OF THE ACFT UNTIL IMPACT WITH THE WATER. EXAMINATION OF THE RIGHT ENG REVEALED THAT THE RIGHT MAGNETO, AMERICAN BOSCH SB9RU-3, SER #B88470, WAS NOT TIMED CORRECTLY. DISASSEMBLY OF THE MAGNETO REVEALED THAT ALL EXCEPT 11 DISTRIBUTOR GEAR TEETH WERE STRIPPED OFF. AT THE TIME OF THE POWER LOSS OF THE RIGHT ENG, ABOUT 5,000 FT OF RWY WAS REMAINING.

Brief of Accident (Continued)

File No. - 1144

7/17/84

HONOLULU, HI

A/C Reg. No. N21S

Time (Lc1) - 0600 HST

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
-

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

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

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1169 4/20/84 BLOOMFIELD, IA A/C Reg. No. N6715W Time (Lcl) - 1230 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	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	1	0
			0	0	0	0

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	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	MOLINE, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BLOOMSFIELD MUNI
Wind Dir/Speed- 070/014 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 3500 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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 65
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 55
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO FAA RECORDS, THE STUDENT PLT RECIEVED A WX BRIEFING AT 1000 CST. AT THAT TIME, THE LATEST WX OBSERVATION AT OTTUMUA, IA, (CLOSEST WX STATION TO BROOMFIELD, IA) SHOWED THE WIND WAS FROM 110 DEGS AT 11 KTS. ABOUT 25 MINS AFTER THE BRIEFING, THE FORECAST WAS AMENDED TO EXPECT WINDS FROM 090 DEGS AT 15 KTS. ARRIVING AT BROOMFIELD THE PLT MADE A GO-AROUND AFTER ENCOUNTERING A STRONG X-WIND ON THE 1ST APCH. HE LANDED AFTER THE 2ND APCH BUT THE ACFT DRIFTED OFF THE LEFT SIDE OF THE RWY & HIT A DITCH. THE UNICOM WAS NOT OPERATIONAL AT THE TIME OF THE ACCIDENT, BUT THERE WAS AN OPERATIONAL WIND SOCK. AN AG OPERATOR ON THE ARPT ESTIMATED THE WIND WAS FROM THE EAST AT 20 TO 30 KTS. THE STUDENT DID NOT CONTACT THE FSS AT OTTUMUA TO UPDATE THE WIND WX INFO.

Brief of Accident (Continued)

File No. - 1169

4/20/84

BLOOMFIELD,IA

A/C Reg. No. N6715W

Time (Lc1) - 1230 CST

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

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
2. IN FLIGHT WEATHER ADVISORIES - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT POSSIBLE - 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) 1,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1042

5/14/84

LARCHWOOD,IA

A/C Reg. No. N76450

Time (Lcl) - 2040 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 100/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
LARCHWOOD,IA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ZANGGER
Runway Ident - 17
Runway Lth/Wid - 2309/ 23
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	109	Last 24 Hrs - 2
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER BOUNCING OFF THE RWY DURING LANDING. THE PLT SAID HE LANDED LONG AND FAST AND WAS FEELING APPREHENSIVE; WHEN THE ACFT BOUNCED HE RELEASED BACK PRESSURE ON THE STICK WHICH CAUSED A GREATER BOUNCE AND AN EXCURSION OFF THE RWY. THE PLT USED BRAKES AND THE ACFT NOSED OVER. THE PLT RECOMMENDS DUAL TRAINING FOR INEXPERIENCED PLTS WHO HAD LITTLE RECENT FLYING EXPERIENCE.

Brief of Accident (Continued)

File No. - 1042

5/14/84

LARCHWOOD, IA

A/C Reg. No. N76450

Time (Lc1) - 2040 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

8. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
 9. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1047

5/18/84

DUBUQUE, IA

A/C Reg. No. N2390A

Time (Lcl) - 1140 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 -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-22-135

Eng Make/Model - LYCOMING O-290-D2

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1850

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 135 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHICAGO, IL

Destination

DUBUQUE, IA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 640 Last 24 Hrs - 2

Make/Model- 628 Last 30 Days- UNK/NR

Instrument- 12 Last 90 Days- 25

Multi-Eng - 12

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANUEVERING OVER A UNIVERSITY A TTL LOSS OF PWR WAS EXPERIENCED. ATTEMPTS TO RESTART THE ENGINE FAILED. THE PLT MADE A HARD FORCED LANDING WHICH RESULTED IN SUBSTANTIAL DAMAGE. INSPECTION OF THE ENGINE DID NOT REVEAL ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1047

5/18/84

DUBUQUE, IA

A/C Reg. No. N2390A

Time (Lcl) - 1140 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

Finding(s)
3. FLARE - MISJUDGED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1166 6/19/84 STORM LAKE, IA A/C Reg. No. N3953E Time (Lcl) - 0700 CDT

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

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

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

Make/Model	- PIPER PA-36-375	Eng Make/Model	- LYCOMING IO-720	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 375 HP		

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

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

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4200	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 5	Make/Model - 570	Last 30 Days - UNK/NR
	Aircraft Type - PA-28	Instrument - UNK/NR	Last 90 Days - 14
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE 2ND SWATH RUN, THE PLT MANEUVERED THE ACFT TO CROSS UNDER POWER LINES BORDERING THE EDGE OF THE CORN FIELD. HE SAID HE MISJUDGED THE DISTANCE TO CLEAR THE POWER LINES. THE VERTICAL STABILIZER & RUDDER STRUCK THE LINES & WERE TORN FROM THE ACFT. THE PLT ATTEMPTED TO MANEUVER INTO A FIELD THAT LAY AHEAD, BUT THE ACFT BEGAN ROTATING TO THE RIGHT & DESCENDING. IT THEN STRUCK THE GROUND, RIGHT WING 1ST & WAS EXTENSIVELY DAMAGED.

Brief of Accident (Continued)

File No. - 1166

6/19/84

STORM LAKE, IA

A/C Reg. No. N3953E

Time (Lcl) - 0700 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. VERTICAL STABILIZER SURFACE - OVERLOAD
 4. VERTICAL STABILIZER SURFACE - SEPARATION
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1170

6/04/84

KANKAKEE,IL

A/C Reg. No. N1700W

Time (Lcl) - 1500 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-23-160
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 5

Eng Make/Model - LYCOMING O-320-B3B
Number Engines - 2
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- 170/018 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

KANKAEE

Runway Ident - 34

Runway Lth/Wid - 3200/ 75

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)

COMMERCIAL

SE LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3300 Last 24 Hrs - 4

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

Instrument- 338 Last 90 Days- 214

Multi-Eng - 938

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING THE ARPT, THE PLT ELECTED TO PRACTICE EMERGENCY PROCEDURES. HE SHUT DOWN & FEATHERED THE LEFT ENG ABOUT 4 MI SOUTH OF THE ARPT AT 4000 FT MSL. HE THEN TRIED TO RESTART THE ENG, BUT REPORTED THAT THE BATTERY DID NOT HAVE ENOUGH PWR TO TURN THE ENG OVER FAST ENOUGH TO RESTART. AFTER SEVERAL ATTEMPTS TO RESTART THE ENG, HE TURNED TOWARD THE ARPT TO LAND WITH THE LEFT ENG FEATHERED. THE ACFT WAS EQUIPPED WITH ONLY 1 ENG DRIVEN HYDRAULIC PUMP & IT WAS DRIVEN BY THE LEFT ENG. WITH THE LEFT ENG SHUT DOWN, THE PLT HAD TO LOWER THE HYDRAULICALLY OPERATED GEAR WITH A HAND PUMP. DURING AN APCH TO RWY 22, HE DID NOT ALLOW ENOUGH TIME TO PUMP THE GEAR DOWN, SO HE DECIDED TO LAND ON RWY 34. HE APPLIED FULL PWR TO THE RIGHT ENG, BUT COULD NOT MAINTAIN HIS ALTITUDE, SO HE "TIGHTENED UP THE PATTERN." THE PLT SAID HE DID NOT HAVE ENOUGH ALT TO GET THE ACFT LINED UP BEFORE IT HIT THE GROUND, WING TIP 1ST. IT CRASH LANDED ON THE RIGHT SIDE OF RWY 34, SLID ACROSS THE RWY & CAME TO REST ON THE OPPOSITE SIDE. THE PLT HAD TTL OF 0.6 HRS IN MAKE/MODEL.

Brief of Accident (Continued)

File No. - 1170

6/04/84

KANKAKEE,IL

A/C Reg. No. N1700W

Time (Lc1) - 1500 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, - PILOT IN COMMAND
3. MISCELLANEOUS - DISABLED
4. EMERGENCY PROCEDURE - INTENTIONAL - PILOT IN COMMAND
5. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
6. MISCELLANEOUS - INOPERATIVE
7. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
8. HYDRAULIC SYSTEM,PUMP - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

9. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
10. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
11. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
12. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
13. GO-AROUND - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10,11

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. - 1038

7/08/84

LANSING, IL

A/C Reg. No. N75915

Time (Lc1) - 0745 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DELAVAL, WI
Destination
LANSING, IL

Airport Proximity
ON AIRPORT

Airport Data
LANSING

Runway Ident - 09
Runway Lth/Wid - 2470/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	137
Make/Model-	8
Instrument-	0
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE END OF THE RWY INTO A DITCH DURING LANDING. THE PLT SAID THAT HIS LANDING SPEED WAS "WELL ABOVE NORMAL TOUCHDOWN SPEED." HE HAD MADE ONE APPROACH BEFORE THE ACCIDENT AND WENT AROUND BECAUSE HE WAS "LANDING LONG." THERE WERE NO REPORTED MALFUNCTIONS IN EQUIPMENT.

Brief of Accident (Continued)

File No. - 1038

7/08/84

LANSING,IL

A/C Reg. No. N75915

Time (Lcl) - 0745 CDT

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 5. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1198

7/22/84

HUNTLEY, IL

A/C Reg. No. N55070

Time (Lcl) - 1815 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - LYCOMING R-680-E3B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARVARD, IL
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

LANDINGS
Runway Ident - 31
Runway Lth/Wid - 3150/ 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 - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1805
Make/Model-	272
Instrument-	17
Multi-Eng -	2
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	8
Rotorcraft -	3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN THE SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW OVER THE ARPT & NOTED THE WIND WAS NEARLY A 90 DEG X-WIND. THERE WS NO UNICOM AT THE PVT STRIP. THE BT-13 PLT MADE RADIO CALLS IN THE PATTERN ON 122.9, BUT THE RADIO IN THE A75 WAS INOP. SUBSEQUENTLY, THE PLTS LANDED IN OPPOSITE DIRECTIONS. THE BT-13 PLT LANDED ON RWY 13. HE SAW THE A75 IN A LEFT PATTERN FOR RWY 31, BUT AT 1ST, HE THOUGHT THE A75 PLT WAS GOING TO MAKE A LOW PASS. WHEN THE A75 CONTINUED & DROPPED BELOW HIS LINE OF VISION. HE REALIZED IT WAS GOING TO LAND. HE TURNED RIGHT TO DEPART THE RWY, BUT THE LEFT WING OF EACH ACFT HIT THE OTHER. THE A75 PLT SAID THAT BECAUSE HE WAS LANDING TOWARD THE SUN & WAS LOOKING AT THE WIND SOCK, HE DID NOT SEE THE BT-13 UNTIL APRX 1 SECOND BEFORE THE IMPACT. THE SEGMENTED CIRCLE ON THE ARPT INDICATED THAT A RIGHT PATTERN SHOULD BE USED FOR RWY 31.

Brief of Accident (Continued)

File No. - 1198

7/22/84

HUNTLEY, IL

A/C Reg. No. N55070

Time (Lc1) - 1815 CDT

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

Finding(s)

1. COMM/NAV EQUIPMENT, TRANSMITTER - INOPERATIVE
2. COMM/NAV EQUIPMENT, RECEIVER - INOPERATIVE
3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. LIGHT CONDITION - SUNGLARE
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
7. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
8. REMEDIAL ACTION - DELAYED - PILOT OF OTHER AIRCRAFT
9. OBJECT - AIRCRAFT MOVING ON GROUND

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1198

7/22/84

HUNTLEY, IL

A/C Reg. No. N176VR

Time (Lcl) - 1815 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - VULTEE BT-13
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4350
No. of Seats - 2

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

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

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

Weather Data

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

Wind Dir/Speed- 180/006 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARVARD, IL
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

LANDINGS
Runway Ident - 13
Runway Lth/Wid - 3150/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----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-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1210
Last 24 Hrs	1
Make/Model	415
Last 30 Days	UNK/NR
Instrument	30
Last 90 Days	10
Multi-Eng	60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN THE SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH PLTS FLEW OVER THE ARPT & NOTED THE WIND WAS NEARLY A 90 DEG X-WIND. THERE WAS NO UNICOM AT THE PVT STRIP. THE BT-13 PLT MADE RADIO CALLS IN THE PATTERN ON 122.9, BUT THE RADIO IN THE A75 WAS INOP. SUBSEQUENTLY, THE PLTS LANDED IN OPPOSITE DIRECTIONS. THE BT-13 PLT LANDED ON RWY 13. HE SAW THE A75 IN A LEFT PATTERN FOR RWY 31, BUT AT 1ST, HE THOUGHT THE A75 PLT WAS GOING TO MAKE A LOW PASS. WHEN THE A75 CONTINUED & DROPPED BELOW HIS LINE OF VISION, HE REALIZED IT WAS GOING TO LAND. HE TURNED RIGHT TO DEPART THE RWY, BUT THE LEFT WING OF EACH ACFT HIT THE OTHER. THE A75 PLT SAID THAT BECAUSE HE WAS LANDING TOWARD THE SUN & WAS LOOKING AT THE WIND SOCK, HE DID NOT SEE THE BT-13 UNTIL APRX 1 SECOND BEFORE THE IMPACT. THE SEGMENTED CIRCLE ON THE ARPT INDICATED THAT A RIGHT PATTERN SHOULD BE USED FOR RWY 31.

Brief of Accident (Continued)

File No. - 1198

7/22/84

HUNTLEY, IL

A/C Reg. No. N176VR

Time (Lc1) - 1815 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. RADIO COMMUNICATIONS - PERFORMED - PILOT IN COMMAND
 3. LIGHT CONDITION - SUNGLARE
 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 7. OBJECT - AIRCRAFT MOVING ON GROUND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1093 8/02/84 EVANSVILLE, IN A/C Reg. No. N469JH Time (Lcl) - 1342 EST

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

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

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

Make/Model - HOLLAND BEDE 4	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2000	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	OFF AIRPORT/STRIP
Method - ACFT RADIO	MADISON, WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	Runway Ident - N/A
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1400 FT	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 1400 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 850
SE LAND	Months Since - 13	Make/Model- 750
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A TOTAL POWER LOSS & THE PLT MADE A FORCED LANDING ON A HWY MEDIAN. THE LANDING GEAR COLLAPSED & THE ACFT SLID TO A STOP. POST ACCIDENT INSPECTION REVEALED THAT A LARGE PORTION OF THE FOAM AIR FILTER HAD BROKEN OFF & BECAME LODGED IN THE CARBURETOR VENTURI.

Brief of Accident (Continued)

File No. - 1093

8/02/84

EVANSVILLE, IN

A/C Reg. No. N469JH

Time (Lc1) - 1342 EST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)
 2. MAINTENANCE, INSTALLATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LANDING GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1157 8/05/84 MONON, IN A/C Reg. No. N23958 Time (Lcl) - 1555 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - AERONCA 65-LA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

Eng Make/Model - LYCOMING NOT REPORTED
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

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

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 190/007 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 2500 FT
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- HAZE
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)
PRIVATE
SE LAND

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 179
Make/Model- 25
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER HE HAD LANDED, HE SHUT OFF THE FUEL VALVE & WAS GOING TO PUT THE ACFT IN THE HANGAR THEN DECIDED TO FLY A LITTLE MORE. HE TOOK OFF, BUT FORGOT TO TURN ON THE FUEL SWITCH. AFTER CLIMBING APRX 150 FT, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A CORN FIELD.

Brief of Accident (Continued)

File No. - 1157

8/05/84

MONON, IN

A/C Reg. No. N23958

Time (Lcl) - 1555 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - CROP
-

-----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. - 1096 6/13/84 LAWRENCE,KS A/C Reg. No. N4GB Time (Lcl) - 0730 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 -TAKEOFF					

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

Make/Model - STOLP STARDUSTER II	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	LAWRENCE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800 -UNK/NR
Lowest Sky/Clouds - 20000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5500
SE LAND	Months Since - 16	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL FROM A GRASS COVERED RUNWAY THE PLT ABORTED THE TAKEOFF. THE ACFT NOSED OVER AS THE PLT ATTEMPTED TO BRING IT TO A STOP. THE PLT STATED THAT THE ACFT DID NOT APPEAR TO BE ACCELERATING AS IT SHOULD & SO HE ABORTED THE TAKEOFF. HE SAID THAT AS HE APPLIED THE BRAKES THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1096

6/13/84

LAWRENCE,KS

A/C Reg. No. N4GB

Time (Lc1) - 0730 CDT

Occurrence

NOSE OVER

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ABORT - DELAYED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - 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. - 1087 6/17/84 BENTON,KS A/C Reg. No. N67711 Time (Lc1) - 1050 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-235-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- 200/014 KTS
Visibility - 15.0 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
BENTON,KS

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,CFI
SE LAND,ME LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - B-58

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4762	Last 24 Hrs	- 1
Make/Model-	69	Last 30 Days-	UNK/NR
Instrument-	375	Last 90 Days-	132
Multi-Eng -	4196		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING PRACTICE ENGINE OUT PROCEDURES THE STUDENT PLT POSITIONED THE ACFT FOR A SIMULATED LANDING TO A WHEAT FIELD. AT PRACTICE ALT THE ENG WAS SHUT DOWN TO SIMULATE ENG OUT FLT CHARACTERISTICS. THE ENG WAS RE-STARTED & LEFT IN IDLE POSITION. AT ABOUT 100 FT AGL THE STUDENT PLT ADDED POWER, BUT THE ENG SPUTTERED SEVERAL TIMES DURING THE GO-AROUND. THE CFI TOOK CONTROL OF THE ACFT & BEGAN PUMPING THE THROTTLE BUT THE ENGINE DID NOT RESPOND. HE PUSHED THE THROTTLE FORWARD SLOWLY & THE ENG QUIT. A LANDING WAS MADE IN A WHEAT FIELD & DURING THE LANDING ROLL THE ACFT NOSED OVER INVERTED. THE ENG WAS LATER TEST RUN & NO DISCREPANCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 1087

6/17/84

BENTON,KS

A/C Reg. No. N67711

Time (Lcl) - 1050 CDT

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

Finding(s)
1. UNDETERMINED
2. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)

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

Finding(s)
5. TERRAIN CONDITION - GROUND
6. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 NOSE OVER
Phase of Operation OTHER

Finding(s)
7. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1086 6/23/84 OVERLAND PARK,KS A/C Reg. No. N407OW Time (Lcl) - 1930 CDT

-----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	ON GROUND	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	1	0
			0	0	2	0

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

Make/Model - BALLOON WORKS FIREFLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	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	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 200
NONE	Months Since - 12	Make/Model- 200
	Aircraft Type - AX-7	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO A SIGHT-SEEING FLT, THE PLT ORBAINED A WX BRIEFING & RELEASED TEST BALLOONS TO CHECK THE WIND SPD & DRCTN. THE PREVAILING WIND WAS IN A SOUTHERLY DIRECTION AT ABOUT 8 KTS. THE PLT OF N407OW INITIATED HIS DEPARTURE FROM A SCHOOL YARD AFTER ANOTHER BALLOON TOOK OFF WITH NO DIFFICULTY. ACCORDING TO THE PLT, THE BALLOON LIFTED OFF & WAS PROCEEDING IN A SOUTHERLY DIRECTION WHEN IT ENCOUNTERED AN UNEXPECTED, UNFORCAST WIND GUST FROM THE WEST. HE STATED THAT THE WIND BLEW THE BALLOON TO THE ENE TOWARD AN ELECTRICAL POLE ABOUT 180 FT AWAY. HE WAS UNABLE TO CLEAR OVER THE POLE & VENTED THE BALLOON PRIOR TO IMPACT. THERE WAS CONSIDERABLE ELECTRICAL ARCING, THE SKIRT OF THE BALLOON IGNITED & THE OCCUPANTS RECEIVED MINOR BURNS FROM A SHOWER OF SPARKS. ONE BALLOON ATTACH CABLE WAS BURNED THRU.

Brief of Accident (Continued)

File No. - 1086

6/23/84

OVERLAND PARK,KS

A/C Reg. No. N4070W

Time (Lcl) - 1930 CDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. WEATHER CONDITION - GUSTS
-

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

Finding(s)

5. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 6. OBJECT - UTILITY POLE
 7. OBJECT - WIRE, TRANSMISSION
-

----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) 1,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1168 8/14/84 OLATHE,KS A/C Reg. No. N69048 Time (Lcl) - 1740 CDT

-----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 -LANDING			0	0	0
					1
					0

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OLATHE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOHNSON COUNTY EXECUTIVE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4099/ 75
Lowest Sky/Clouds - 6000 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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 47
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 47
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ELECTED TO PRACTICE TOUCH-&-GO LANDINGS. ON HER 1ST LANDING OF THAT FLT, THE ACFT BOUNCED & BEGAN TO PORPOISE. SHE STARTED TO APPLY POWER FOR A GO-AROUND ON THE 3RD BOUNCE, BUT THE NOSE CAME DOWN HARD & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1168

8/14/84

OLATHE,KS

A/C Reg. No. N69048

Time (Lcl) - 1740 CDT

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 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1009 2/09/84 THIBODAUX,LA A/C Reg. No. N2103E Time (Lcl) - 1240 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	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 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AUBURN,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SLIDELL,LA	Runway Ident - N/A
Wind Dir/Speed- 135/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3500 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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND,ME LAND	Months Since - 13	Last 24 Hrs - 11
	Aircraft Type - UNK/NR	Make/Model- 4000
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 300
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE QUIT. A FBO VISUALLY INSPECTED THE WRECKAGE ACFT AND FOUND LITTLE GAS AND A LACK OF FUEL ODOR AROUND THE ACFT. LATER THE ENGINE WAS REFUELED AND RAN NORMALLY. THE 3 ACFT FUEL TANKS WERE FOUND EMPTY PRIOR TO THE REFUELING FOR THE ENGINE TEST.

Brief of Accident (Continued)

File No. - 1009

2/09/84

THIBODAUX, LA

A/C Reg. No. N2103E

Time (Lcl) - 1240 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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) 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. - 1131 2/19/84 ABITA SPRINGS, LA A/C Reg. No. NONE Time (Lcl) - 1615 CST

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

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

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

Make/Model - ULTRAClassics BEARCAT 150	Eng Make/Model - KAWASAKI TA440A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 40 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	ST. TAMMARRY PARISH
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg -	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		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 AIRMAN TOOKOFF FOR A PERSONAL FLT, AND AFTER CIRCLING, MADE A DESENDING HIGH SPEED PASS OVER THE ARPT. HE THEN PULLED THE VEHICLE INTO A CLIMB AND BEGAN A ROLL. ABOUT 2/3 THROUGH THE ROLL, THE VEHICLE'S NOSE DROPPED AND IT DOVE INTO THE GROUND. THE NOSE OF THE VEHICLE IMBEDDED INTO THE DIRT ABOUT 18 INCHES.

Brief of Accident (Continued)

File No. - 1131

2/19/84

ABITA SPRINGS, LA

A/C Reg. No. NONE

Time (Lcl) - 1615 CST

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

Finding(s)

1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. JUDGEMENT - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1071 2/21/84 MONROE, LA A/C Reg. No. N3159C Time (Lcl) - 1434 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - POSITIONING	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 - AIR TRACTOR INC AT-400A	Eng Make/Model - P&W PT6-20	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 6000	Engine Type - TURBOPROP		
No. of Seats - 1	Rated Power - 550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MONROE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONROE, LA	
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 - 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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7000
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 550
		Instrument- 1000
		Multi-Eng - 1500
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT SUFFERED A LOSS OF POWER WHILE RETURNING FROM AN AG FLIGHT AND MADE AN EMERGENCY LANDING IN A DITCH NEXT TO A RICE FIELD. THE ENGINE WAS TEST RUN WITH NO DISCREPANCIES NOTED. IT WAS DETERMINED THAT THE LOSS OF POWER WAS DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1071

2/21/84

MONROE, LA

A/C Reg. No. N3159C

Time (Lc1) - 1434 CST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - DITCH
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1108 2/22/84 ABBEVILLE, LA A/C Reg. No. N9728 Time (Lcl) - 0945 CST

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 6075	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS EMPLOYED AS A PROFESSIONAL CORPORATE & CHARTER PLT; HOWEVER, HE HAD NOT FLOWN AGRICULTURAL ACFT IN SEVERAL YEARS. HE HAD RECENTLY PURCHASED HALF INTEREST IN THE AIR SERVICE & WAS ON HIS 1ST REFRESHER FLT SINCE THEN. WHILE THE PLT WAS PRACTICING A TURN-AROUND, THE ACFT STALLED AT THE TOP OF A TURN, ENTERED A SPIN & CRASHED.

Brief of Accident (Continued)

File No. - 1108

2/22/84

ABBEVILLE, LA

A/C Reg. No. N9728

Time (Lc1) - 0945 CST

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1055 3/14/84 BELLE CHASSE, LA A/C Reg. No. N2882U Time (Lc1) - 1210 CST

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

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

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

Make/Model	- CESSNA 172D	Eng Make/Model	- CONTINENTAL D-300-D	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	- 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- 360/004 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">BELLE CHASSE, LA</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTIP</p> <p>Airport Data</p> <p>ANCHOR NATE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2000 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</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 - 49</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 23</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 220</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>183</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>4</td> <td>Last 90 Days-</td> <td>5</td> </tr> </table>	Total	- 220	Last 24 Hrs	- 1	Make/Model-	183	Last 30 Days-	UNK/NR	Instrument-	4	Last 90 Days-	5
Total	- 220	Last 24 Hrs	- 1											
Make/Model-	183	Last 30 Days-	UNK/NR											
Instrument-	4	Last 90 Days-	5											

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFTS NOSE GEAR DUG INTO MUD DURING LANDING ROLLOUT. THE ACFT THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 1055

3/14/84

BELLE CHASSE, LA

A/C Reg. No. N2882U

Time (Lc1) - 1210 CST

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1011 4/01/84 LAKE CHARLES, LA A/C Reg. No. N7383N Time (Lcl) - 1717 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91		Crew	0	0	2	3
Accident Occurred During	-LANDING	NONE	Pass	0	0		

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

Make/Model	- CESSNA U206G	Eng Make/Model	- CONTINENTAL IO-520-F-9	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	- 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	CORPUS CHRISTI, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LAFAYETTE, LA	
Wind Dir/Speed	- 180/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 3800 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 5500 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1242	Last 24 Hrs - 2
SE LAND	Months Since - 4	Make/Model - 422	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 172	Last 90 Days - 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HIT A TREE AND A DITCH DURING A FORCED LANDING ON A ROAD AFTER THE ENGINE LOST POWER. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT THE THROTTLE ROD HAD DISCONNECTED FROM THE THROTTLE CONTROL ARM AT THE BOLT HOLE. THE HOLE HAD WORN THROUGH AND THE ROD HAD VIBRATED LOOSE. THE ACFT HAD A 100 HOUR INSPECTION ONLY 22 HOURS PRIOR TO THE ACCIDENT. THE WORN SURFACES HAD TAKEN LONGER THAN 22 HOURS TO REACH THEIR DEGREE OF WEAR. ALSO, THE THROTTLE CABLE HAD BEEN REPLACED AT 850 HOURS. THE ACFT NOW HAD 1188 HOURS TOTAL TIME. THE C-206 SERVICE MANUAL INDICATES THAT THE ENGINE CONTROLS AND LINKAGE ARE TO BE INSPECTED EVERY 100 HOURS. THE ENGINE WAS SUCCESSFULLY RUN AFTER INSTALLING A NEW THROTTLE ARM AND REPAIRING IMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 1011

4/01/84

LAKE CHARLES, LA

A/C Reg. No. N7383N

Time (Lc1) - 1717 CST

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

Finding(s)

1. THROTTLE/POWER LEVER, TORQUE BOX - DISCONNECTED
 2. THROTTLE/POWER CONTROL - NOT MAINTAINED - OTHER MAINTENANCE PSNL
 3. THROTTLE/POWER LEVER, BELLCRANK - WORN
 4. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
 5. THROTTLE/POWER LEVER, BELLCRANK - FAILURE, TOTAL
 6. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - DITCH
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1104 4/11/84 NEW ORLEANS, LA A/C Reg. No. N71MS Time (Lcl) - 0903 CST

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

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

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

Make/Model - MAULE M-6-235	Eng Make/Model - LYCOMING IO-540-W1A5D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 235 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	LAKEFRONT
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5800/ 150
Lowest Sky/Clouds - 5000 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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 5000	Last 24 Hrs -	5
SE LAND	Months Since - 0	Make/Model- 20	Last 30 Days-	50
	Aircraft Type - M-6-235	Instrument- 10	Last 90 Days-	150
		Multi-Eng - 500		

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TOUCHDOWN ON A X-WIND LANDING, THE TAILWHEEL EQUIPPED ACFT BEGAN TO WEATHERVANED TO THE LEFT INTO THE WIND. THE PLT LOST DIRECTIONAL CONTROL & THE ACFT GROUND LOOPED TO THE LEFT. THE RIGHT GEAR COLLAPSED & THE RIGHT WING DRAGGED ON THE GROUND. THE PLT REPORTED THAT HE HAD ABOUT 3500 HRS IN A PIPER PA-18, A TAILWHEEL EQUIPPED ACFT. HOWEVER, HE HAD JUST RECENTLY PURCHASED THE MAULE M-6-235 & HAD ONLY 20 HRS TOTAL TIME IN THAT ACFT.

Brief of Accident (Continued)

File No. - 1104

4/11/84

NEW ORLEANS, LA

A/C Reg. No. N71MS

Time (Lc1) - 0903 CST

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

Finding(s)

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

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. - 1002

5/07/84

FENTON, LA

A/C Reg. No. N48377

Time (Lcl) - 1230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - GRUMAN G164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P&W 1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/025 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
KINDER, LA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

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 - 8000	Last 24 Hrs - 5
Make/Model- 8000	Last 30 Days- UNK/NR
Instrument- 20	Last 90 Days- 250
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT, WHILE MANEUVERING AT LOW ALT, HIT THE GROUND AND FLIPPED INVERTED. THE PLT REPORTED ENCOUNTERING A STRONG DOWNDRAFT OVER A WOODED AREA AND IN MANEUVERING TO AVOID THE TREES, THE ACFT SETTLED TO THE GROUND. THE PLT REPORTED WINDS FROM 225 DEGREES AT 25 KTS GUSTING TO 33 KTS.

Brief of Accident (Continued)

File No. - 1002

5/07/84

FENTON, LA

A/C Reg. No. N48377

Time (Lc1) - 1230 CDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
-

----Probable Cause----

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

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

Brief of Accident

Time (Lc1) - 1250 CDT

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

Fire
NONE

ELT Installed/Activated - YES/YES
Stall Warning System - YES

Runway Ident	- 12	
Runway Lth/Wid	- 4000/	75
Runway Surface	- ASPHALT	
Runway Status	- DRY	

Total	-	554	Last 24 Hrs	-	1
Make/Model	-	59	Last 30 Days	-	UNK/NR
Instrument	-	4	Last 90 Days	-	9

THE ACFT WAS DAMAGED WHEN IT FAILED TO CLIMB DURING TAKEOFF AND WENT PAST THE DEPARTURE END OF THE RWY FOR 1400 FT BEFORE STOPPING. THERE WAS A WITNESS WHO OBSERVED SIX PERSONS ON BOARD THE 4 PLACE ACFT. THE PLT STATED THAT HIS SON IN THE RT FRONT SEAT DEPLANED BEFORE TAKEOFF. IF HE DID NOT THE ACFT WOULD HAVE BEEN OVER MAX GROSS WEIGHT BY 49 POUNDS. THE PLT DID STATE HE HAD 2 CHILDREN ON THE REAR PASSENGERS LAPS. THE PLT DID NOT FILE AN ACCIDENT REPORT. FAA OBSERVERS ON THE SCENE SAID THEY FOUND NO EVIDENCE OF AN ENGINE MALFUNCTION EVEN THOUGH THE PLT STATED THAT THE ENGINE WAS LOSING POWER.

Brief of Accident (Continued)

File No. - 1023

5/13/84

MANY, LA

A/C Reg. No. N2434L

Time (Lcl) - 1250 CDT

Occurrence OVERRUN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. CLIMB - NOT ATTAINED - PILOT IN COMMAND
5. ABORT - NOT PERFORMED - PILOT IN COMMAND
6. AIRCRAFT WEIGHT AND BALANCE - CONFLICTING - PILOT IN COMMAND
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8. SEAT BELT - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1019

1/28/84

TEMPLETON, MA

A/C Reg. No. N55495

Time (Lcl) - 1910 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1G
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- 070/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MANSFIELD, MA
Destination
MANCHESTER, NH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GARDNER
Runway Ident - 18
Runway Lth/Wid - 3000/ 75
Runway Surface - N/A
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1600	Last 24 Hrs	- 1
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES ON UNLGTD TERRAIN AT NGT AFTER MAKING A LOW PASS AT APRX 60 FT AGL WITH THE GEAR EXTENDED. WITNESSES REPORTED THAT THE ACFT'S CLEARANCE LIGHTS WERE NOT OPERATING UNTIL THE RWY LIGHTS WERE TURNED ON, THEN THEY OBSERVED THE ACFT'S STROBE LIGHT. THE RWY LIGHTS COULD HAVE BEEN TURNED ON BY KEYING THE RADIO MIKE ON 123.45 MHZ. THE WITNESSES HEARD THE SOUND OF THE CRASH WHICH WAS FOLLOWED BY SILENCE. DURING IMPACT IN A WOODED AREA, THE ACFT COLLIDED WITH SEVERAL TREES OVER AN AREA OF ABOUT 175 FT. THE ACFT'S LIGHT & ALTERNATOR SWITCHES WERE FOUND IN THE "OFF" POSITION; THE BATTERY SWITCH WAS ON. THE ALTERNATOR PULLEY HAD A FRACTURE SEPARATION; HOWEVER, THE MODE OF SEPARATION WAS NOT DETERMINED. THE ACFT HAD DEPARTED MANSFIELD, MASSACHUSETTS FOR MANSFIELD, NEW HAMPSHIRE AT 1845 EST. THE PLT HAD PLANNED TO RETURN IN 4 HRS.

Brief of Accident (Continued)

File No. - 1019

1/28/84

TEMPLETON, MA

A/C Reg. No. N55495

Time (Lcl) - 1910 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 5. OBJECT - TREE(S)
 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1129 2/19/84 PEPPERELL, MA A/C Reg. No. NONE Time (Lcl) - 1155 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 103

NONE

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - PANAPLANE PAPPILLON

Eng Make/Model - SOLO 210CC

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 2

Stall Warning System - NO

Max Gross Wt - 350

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 15 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PEPPERELL

Runway Ident - 24

Runway Lth/Wid - 2685/ 35

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 62

Medical Certificate - NO MEDICAL

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

NONE

Current - N/A

Total - UNK/NR

Last 24 Hrs - UNK/NR

Months Since - N/A

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRMAN TOOK OFF ON HIS FIRST SOLO FLT AFTER ONE AND ONE HALF HOURS OF GROUND INSTRUCTION AND NO FLT INSTRUCTION. THE FLT PROCEEDED AFTER A NORMAL TAKEOFF TO TURN LEFT AT ABOUT 50 FT AGL TO AVOID A HANGER. AFTER A PRECISE 90 DEGREE TURN, THE ACFT CONTINUED TOWARD THE RIVER AND SOME TREES. NO MORE TURNS WERE MADE TO STAY WITHIN THE ARPT BOUNDARY AND THE VEHICLE CONTACTED THE TREES BORDERING THE RIVER. THE VEHICLE FELL INTO THE WATER AND THE PLT DROWNED IN THE WRECKAGE. THERE WERE NO PLT CERTIFICATES OR RECORDED FLT TIME LOCATED FOR THE INDIVIDUAL.

Brief of Accident (Continued)

File No. - 1129

2/19/84

PEPPERELL,MA

A/C Reg. No. NONE

Time (Lcl) - 1155 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - TREE(S)
 2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1162 4/30/84 BOSTON,MA A/C Reg. No. N3913W Time (Lcl) - 1533 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-T.M.A. HELICOPTERS	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						2

-----Aircraft Information-----

Make/Model	- BELL 206	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- UNK/NR	Rated Power	- 435 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SOUTH BOSTON,MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	QUINCY,MA	Runway Ident - N/A
Wind Dir/Speed- 230/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - IFR	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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 3289
SE LAND,ME LAND	Months Since - 2	Make/Model- 318
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 141
		Multi-Eng - 21
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 168
		Rotorcraft - 2953

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE HELICOPTER WAS CLIMBING THRU 200 TO 300 FT AGL, AT 50 TO 60 KTS, WHEN A PARTIAL LOSS OF POWER OCCURRED. THIS WAS FOLLOWED IMMEDIATELY BY A COMPLETE LOSS OF POWER. THE PLT INITIATED AN AUTOROTATION & LANDED IN A RAILROAD SWITCHING AREA WHERE THE MAIN ROTOR BLADES & TAIL BOOM SKIDS WERE DAMAGED. AN EXAM & GROUND RUN-UP OF THE ENG REVEALED NO REASON FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1162

4/30/84

BOSTON, MA

A/C Reg. No. N3913W

Time (Lc1) - 1533 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

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1163 5/06/84 NEWBURYPORT, MA A/C Reg. No. N6499M Time (Lcl) - 0945 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 - STINSON 108-3	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PLUM ISLAND, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLUM ISLAND
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2740/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON RWY 28, THE ACFT ENCOUNTERED A GUST OF WIND. THE PLT REPORTED THAT THE WIND CAUGHT THE TAIL OF THE ACFT & CAUSED IT TO DRIFT. HE STATED THAT HE CONTINUED THE LANDING, BUT APPLIED THE BRAKES TOO FAST & THE ACFT NOSED OVER. HE REPORTED THE WIND WAS GUSTING TO 15 KTS.

Brief of Accident (Continued)

File No. - 1163

5/06/84

NEWBURYPORT, MA

A/C Reg. No. N6499M

Time (Lcl) - 0945 EDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INITIATED - PILOT IN COMMAND
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1083

6/06/84

HAVERHILL, MA

A/C Reg. No. N65491

Time (Lcl) - 1204 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - 15000 FT

Lowest Ceiling - 15000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAWRENCE, MA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - UNK/NR

Type Apch/Lndg - GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAWRENCE MUNICIPAL

Runway Ident - 05

Runway Lth/Wid - 4997/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 54

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	40	Last 24 Hrs -	0
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Make/Model-	40	Last 30 Days-	7
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Instrument-	0	Last 90 Days-	12
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Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT ON A HIGH FINAL APCH TO RWY 05 WHEN A GO-AROUND WAS INITIATED OVER THE RWY AT APRX 50 FT AGL WITH THE FLAPS FULLY EXTENDED. THE ACFT CLIMBED TO APRX 100 FT AGL & THEN SUDDENLY ENTERED A STALL, DESCENDED TO THE GROUND & CRASHED. THE FLAP ACTUATOR WAS FOUND IN THE "UP" POSITION.

Brief of Accident (Continued)

File No. - 1083

6/06/84

HAVERHILL, MA

A/C Reg. No. N65491

Time (Lc1) - 1204 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - INITIATED - PILOT IN COMMAND
 4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 5. RAISING OF FLAPS - PREMATURE - 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 APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1110 2/22/84 SOUTH BRANCH, MI A/C Reg. No. N757TH Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	ON GROUND		0	0	0	0
Accident Occurred During	-LANDING						

-----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>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 15000 FT</p> <p>Lowest Ceiling - 15000 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>FRASER, MI</p> <p>Destination</p> <p>SOUTH BRANCH, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>TIMBERS SKY CAMP</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2100/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p> <p>SNOW - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model - 28
		Last 30 Days - UNK/NR
		Instrument - 0
		Last 90 Days - 21

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLT. HE REPORTED THAT WHEN HE LANDED, THE ACFT BOUNCED TWICE. AFTER THE 2ND BOUNCE, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. THE PLT REPORTED THAT THE GRASS STRIP WAS ROUGH & NOT WELL MAINTAINED & THAT THE GROUND WAS SOFT. ALSO, HE SAID THERE WERE TALL TREES NEAR THE APCH END OF THE RWY.

Brief of Accident (Continued)

File No. - 1110

2/22/84

SOUTH BRANCH, MI

A/C Reg. No. N757TH

Time (Lc1) - 1000 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. FLARE - IMPROPER - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
7. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 1171

6/04/84

MT. PLEASANT, MI

A/C Reg. No. N9801V

Time (Lc1) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/006 KTS
Visibility - 10.0 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
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

MT. PLEASANT MUNI.
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-WAIVERS/LIMIT
Flight Time (Hours)

Total	68	Last 24 Hrs -	0
Make/Model-	51	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	27

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS IN THE TRAFFIC PATTERN PRACTICING TOUCH-&-GO LANDINGS WHEN THE ENG LOST POWER. HE SUSPECTED A CARBURETOR PROBLEM BECAUSE OF RECENT PROBLEMS. HE USED THE PRIMER, AT WHICH TIME THE ENGINE RESPONDED MOMENTARILY. SUBSEQUENT, THE PLT MADE A FORCED LANDING ON SOFT TERRAIN WHERE THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. PREVIOUSLY, THE CARBURETOR HAD BEEN LEAKING & WAS REPAIRED; HOWEVER, IT BEGAN LEAKING AGAIN. THE PLT STATED THAT HE WAS INFORMED THAT THE CARBURETOR FLOAT WAS STICKING & THE REPAIR COULD WAIT UNTIL THE NEXT SCHEDULED ANNUAL INSPECTION WHICH WAS DUE IN THE FOLLOWING MONTH.

Brief of Accident (Continued)

File No. - 1171

6/04/84

MT. PLEASANT, MI

A/C Reg. No. N9801V

Time (Lcl) - 1215 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. FUEL SYSTEM, CARBURETOR - LEAK
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
4. FUEL SYSTEM, CARBURETOR - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1064

7/01/84

WILLIAMSTON,MI

A/C Reg. No. N3495J

Time (Lc1) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
EAST LANSING,MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	118	Last 24 Hrs -	2
Make/Model-	99		Last 30 Days-	UNK/NR
Instrument-	5		Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

SOME COWS RAN INTO THE PATH OF THE ACFT DURING TAKEOFF. THE PLT TURNED AS SOON AS AIRBORNE TO AVOID THE ANIMALS AND HAD TO TURN AGAIN TO AVOID POWERLINES. IN THIS MANEUVERING THE ACFTS LEFT WING HIT A TREE AND THE ACFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 1064

7/01/84

WILLIAMSTON, MI

A/C Reg. No. N3495J

Time (Lcl) - 1630 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - ANIMAL(S)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION(MARKED)
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1176

7/05/84

HOLLY, MI

A/C Reg. No. N597HJ

Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - JORDAN HENRY J ACEY DEUCY P70
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2
Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
PONTIAC, MI
Destination
DETROIT, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 210/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 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

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 - 60

Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	200
Make/Model-	9
Instrument-	1
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING OVER A WOODED TERRAIN, THE ENG LOST POWER. THE PLT SELECTED AN AREA WITH THE LEAST AMOUNT OF TREES FOR A FORCED LANDING. DURING THE LANDING, THE RIGHT WING TIP HIT A TREE & PLANE CRASHED. AN EXAM OF THE ENG REVEALED THAT THE ALTERNATOR BELT HAD COME LOOSE & JAMMED BETWEEN THE RING GEAR & THE STARTER HOUSING, THUS STOPPING THE ENG.

Brief of Accident (Continued)

File No. - 1176

7/05/84

HOLLY, MI

A/C Reg. No. N597HJ

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - LOOSE
 2. ENGINE ASSEMBLY, OTHER - JAMMED
-

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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1152 7/14/84 SOUTHGATE, MI A/C Reg. No. N20218 Time (Lcl) - 1645 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 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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DETROIT METRO
Wind Dir/Speed- 230/011 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 - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 545
SE LAND	Months Since - 11	Make/Model- 171
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PLT CLIMBED TO 8500 FT MSL TO PRACTICE MANEUVERS. HE THEN MADE A DESCENT TO 4500 FT & BEGAN HEADING BACK TO THE ARPT, THEN CONTINUED DESCENDING TO 1800 FT & ENTERED THE TCA. THE ENG LOST POWER APRX 7 MILES FROM THE AIRPORT. LATER, DURING AN INTERVIEW, THE PLT STATED THAT HE ONLY MOMENTARILY USED THE CARBURETOR HEAT WHEN HE BEGAN HIS DESCENT FROM 8000 TO 1800 FT MSL. DURING AN EMERGENCY LANDING, THE PLT LANDED IN AN AREA WITH WEEDS ABOUT 1 FT TALL. HE WAS NOT AWARE OF A DITCH THAT CROSSED THE AREA UNTIL AFTER TOUCHDOWN. SUBSEQUENTLY, THE ACFT HIT THE FAR SIDE OF THE DITCH & NOSED OVER. THE TEMP & DEW POINT WERE 90 & 60 DEG. ACCORDING TO ICING PROBABILITY CHARTS, VISIBLE ICING WAS POSSIBLE IN FLOAT TYPE CARBURETORS.

Brief of Accident (Continued)

File No. - 1152

7/14/84

SOUTHGATE, MI

A/C Reg. No. N20218

Time (Lcl) - 1645 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - 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)

3. TERRAIN CONDITION - HIGH VEGETATION
 4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 5. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1004

7/22/84

HARRISON,MI

A/C Reg. No. N3297V

Time (Lcl) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECH B-35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2250
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OWOSSO,MI
Destination
HARRISON,MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

OWOSSO COMMUNITY
Runway Ident - 10
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 238	Last 24 Hrs	- UNK/NR
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	UNK/NR
Multi-Eng -	6		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INADVERTENTLY LANDED THE ACFT WITH THE LANDING GEAR RETRACTED. HE SAID HE FORGOT TO LOWER THE GEAR.
MOST OF HIS 200+ HOURS OF FLIGHT TIME HAD BEEN IN FIXED GEAR ACFT.

Brief of Accident (Continued)

File No. - 1004

7/22/84

HARRISON, MI

A/C Reg. No. N3297V

Time (Lcl) - 1250 EDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, HABIT INTERFERENCE - 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) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1172 5/12/84 MINNEAPOLIS, MN A/C Reg. No. N758CC Time (Lcl) - 1623 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA R172K	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT
Method	- UNK/NR	MINNEAPOLIS, MN	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	FLYING CLOUD
Wind Dir/Speed	- 270/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 27L
Lowest Sky/Clouds	- 10000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 3909/ 75
Obstructions to Vision	- NONE	- TRAFFIC ADVISORY	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN	Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 6000	Last 24 Hrs - 1
SE LAND	Months Since - 7	Make/Model - 5800	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS IN THE PROCESS OF BUYING THE CESSNA 172. HE TOOK OFF ON A LOCAL FLT AND AFTER DOING SOME AIRWORK, HE RETURNED TO THE ARPT. ON FINAL APCH TO RWY 27L, THE ACFT WAS OBSERVED AT A LOW ALT. IT CONTINUED DESCENDING AND COLLIDED WITH MICROWAVE LANDING EQUIPMENT SHORT OF THE RWY. THE PLT HAD MADE ONLY 3 LANDING SINCE 10/7/83.

Brief of Accident (Continued)

File No. - 1172

5/12/84

MINNEAPOLIS,MN

A/C Reg. No. N758CC

Time (Lc1) - 1623 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - APPROACH LIGHT/NAVAID

-----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. - 1098 7/25/84 LAKEVILLE, MN A/C Reg. No. N64985 Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 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-----

<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- 045/007 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</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>TOUCH AND GO</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>AIR INDUSTRIAL</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 4250 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>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 - 13</p> <p>Make/Model- 13</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 13</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A TOUCH & GO LANDING THE ACFT VEERED TO THE RIGHT, EXITING THE RUNWAY. THE NOSE WHEEL STRUCK A MANHOLE COVER WHICH PROTRUDED 12 TO 18 INCHES ABOVE THE GROUND. THE ACFT NOSED OVER UPON CONTACTING THE COVER. THE STUDENT PILOT STATED THAT HE HAD ALLOWED THE NOSEWHEEL TO CONTACT THE RWY PREMATURELY ON LANDING & REACHING FOR THE CARBURETOR HEAT CONTROL TO SHUT IT OFF FOR THE TAKEOFF HE ALLOWED THE ACFT TO DEPART THE RIGHT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1098

7/25/84

LAKEVILLE, MN

A/C Reg. No. N64985

Time (Lc1) - 0730 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

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.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1017 4/28/84 SHAW,MS

A/C Reg. No. N3882Y

Time (Lcl) - 1040 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	0	0	1	0
Flight Conducted Under	-14 CFR 91	0	0	0	2
Accident Occurred During	-LANDING				

Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 210D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-A5B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SHAW,MS
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 140/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 3000 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 - PRECAUTIONARY LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13250	Last 24 Hrs	- 0
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	168	Last 90 Days-	30
Multi-Eng	- 250		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED GEAR UP IN A PRECAUTIONARY LANDING AFTER A CONTROL DIFFICULTY IN FLT. ON BASE LEG A LOUD BANG WAS HEARD AND THE ACFT STARTED TO ROLL RIGHT. CONTROL FORCES WERE HEAVY SO THE OTHER PLT IN THE FRONT SEAT TRIED TO HELP ON THE CONTROLS. THEY THOUGHT THE AILERONS HAD FAILED, THEN THE PLT NOTICED RIGHT FLAP WAS UP SO HE STARTED TO RAISE THE FLAPS. HE SAID THE OTHER PLTS INPUTS CONFUSED AND ALARMED HIM SO HE GAVE IN TO THE PLEAS OF THE PASSENGERS TO "PUT IT ON THE GROUND". HE RAISED THE GEAR AND TOUCHED DOWN BEFORE THE GEAR WAS FULLY UP ON PLOWED GROUND. THE ACFT SLID 200 FT AND NOSED OVER. INVESTIGATION REVEALED THAT THE ONLY CONTROL PROBLEM WAS THE FAILED PUSH-PULL ROD (CESSNA P/N 120058-2) ON THE RIGHT FLAP. THEY FAILED IN OVERLOAD WITH A RUSTED FRACTURE SURFACE ON ONE WHICH INDICATED SOME PREVIOUS DAMAGE. THESE RODS WERE IN SERVICE 2040 HOURS. THE MOST RECENT INSPECTION WAS AN ANNUAL 19 TACH HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1017

4/28/84

SHAW,MS

A/C Reg. No. N3882Y

Time (Lc1) - 1040 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLIGHT CONTROL,FLAP ATTACHMENT - PREVIOUS DAMAGE
2. FLIGHT CONTROL,FLAP ATTACHMENT - OVERLOAD
3. FLIGHT CONTROL,FLAP SURFACE - ASYMMETRICAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
5. IMPROPER DECISION,ANXIETY/APPREHENSION - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. IMPROPER DECISION,PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL
8. PRECAUTIONARY LANDING - PREMATURE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1122

6/02/84

TUNICA, MS

A/C Reg. No. N4211Y

Time (Lcl) - 1630 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
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	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-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 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
TUNICA, MS
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)
STUDENT

Age - 28

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NON-VALID MEDICAL

	Flight Time (Hours)	
Total	75	Last 24 Hrs - UNK/NR
Make/Model-	75	Last 30 Days- UNK/NR
Instrument-	UNK/NR	Last 90 Days- UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-RATED PLT STATED THAT DURING A LOCAL FLT, HE FLEW OVER A WATER WELL DRILLING OPERATION TO SURVEY THE AREA. HE REPORTED THAT HE CIRCLED AT 500 FT "INDICATE". AFTER SURVEYING THE AREA, HE INITIATED A CLIMB, BUT THE ENG LOST POWER. SHORTLY AFTER THAT, THE ACFT STALLED & ENTERED A SPIN. THE PLT WAS ABLE TO STOP THE SPIN & LEVEL THE WINGS; HOWEVER, THE ACFT IMPACTED THE GROUND. THE PASSENGER & 2 GROUND WITNESSES PROVIDE INFO THAT GENERALLY AGREED WITH THE PLT'S ACCOUNT OF THE OCCURRENCE. HOWEVER, 1 GROUND WITNESS ESTIMATED THAT THE ACFT HAD DESCENDED TO ABOUT 50 FT AGL & THE ENG LOST POWER AFTER THE PLANE HAD CLIMBED TO APRX 100 FT AGL. THE ELEVATION WAS ABOUT 190 FT. NO PREIMPACT FAILURE WAS FOUND, EXCEPT THE WIRE IN THE MIXTURE CONTROL CABLE HAD BEEN CRACKED ABOUT 3/4 OF THE WAY THRU. AT MEMPHIS, TN, THE 1551 CDT TEMP & DEW POINT WERE 86 & 55 DEG. ACCORDING TO ICING PROBABILITY CHARTS, CARB ICING COULD HAVE OCCURRED AT OR BELOW RATED POWER.

Brief of Accident (Continued)

File No. - 1122

6/02/84

TUNICA, MS

A/C Reg. No. N4211Y

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/SPIN - 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) 5,6,7,8

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1177 7/21/84 GEORGETOWN,MS A/C Reg. No. N731GV Time (Lc1) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During -MANEUVERING			0	0	0
					None

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 8000
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 4000
		Instrument- 60
		Multi-Eng - 20
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING A PULL-UP, THE PROP WENT TO A LOW PITCH ANGLE & THE ENG WAS NOT DEVELOPING FULL POWER. HE NOTED THAT THE TACHOMETER WAS NEAR THE RED LINE & HE RETARDED THE PROP PITCH CONTROL & THE THROTTLE. ALSO, HE NOTED THAT THE OIL PRESSURE GAGE INDICATED NORMAL. THE PLT THOUGHT HE HAD ENOUGH POWER TO FLY TO THE EDGE OF THE FIELD TO DUMP HIS LOAD IN ORDER TO MINIMIZE THE CROP DAMAGE. HOWEVER, HE REPORTED THERE WAS INSUFFICIENT POWER TO CLEAR TREES. SUBSEQUENTLY, A FORCED LANDING WAS MADE IN THE TREES & THE ACFT WAS DAMAGED. AN EXAM REVEALED THAT THE #6 CONNECTING ROD HAD FAILED ABOUT 1 INCH FROM THE ROD CAP. THERE WAS EVIDENCE OF LOCALIZED OVERHEATING. THE #6 ROD RECEIVED SPLASH & SPRAY OIL FROM AN OIL PORT IN THE MAIN JOURNAL. THE MAIN JOURNAL BEARING APPEARED TO HAVE SPUN & CLOSED OFF THE OIL PORT, REDUCING COOLING OIL TO THE #6 ROD. THE PROP GOVERNOR RECEIVED OIL FROM THE SAME PORT. OBSTRUCTION OF OIL TO THE GOVERNOR WOULD ALLOW THE PROP TO DRIVE TO A LOW PITCH/HI RPM POSITION.

Brief of Accident (Continued)

File No. - 1177

7/21/84

GEORGETOWN, MS

A/C Reg. No. N731GV

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
2. LUBRICATING SYSTEM - BLOCKED(PARTIAL)
3. FLUID, OIL - STARVATION
4. ENGINE ASSEMBLY, CONNECTING ROD - OVERTEMPERATURE
5. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. LOAD JETTISON - DELAYED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1115 3/28/84 HARDIN, MT

A/C Reg. No. N92593

Time (Lcl) - 1015 MST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-LANDING	0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire Crew Fatal Serious Minor None
NONE Pass 0 0 0 1
0 0 0 0

-----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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

FAIRGROUNDS
Runway Ident - 04
Runway Lth/Wid - 3500/ 60
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 170/008 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 2000 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)
COMMERCIAL
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2340	Last 24 Hrs	- UNK/NR
Make/Model-	425	Last 30 Days-	UNK/NR
Instrument-	50	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RETURNED TO THE ARPT WITH ABOUT A 100 GAL LOAD OF SPRAY SOLUTION ON BOARD WHEN THE FLAGGER WOULD NOT WORK. DURING THE LANDING, THE ACFT SWERVED TO THE LEFT & THE RIGHT GEAR COLLAPSED. NO MECHANICAL MALFUNCTION OR FAILURE OF THE GEAR OR BRAKES WAS FOUND. THE PLT REPORTED THAT THE WIND WAS CALM.

Brief of Accident (Continued)

File No. - 1115

3/28/84

HARDIN, MT

A/C Reg. No. N92593

Time (Lc1) - 1015 MST

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
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1033

6/19/84

OPHEIM, MT

A/C Reg. No. N731GL

Time (Lcl) - 1000 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

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 - 310 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- 295/002 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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 - 59

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3500 Last 24 Hrs - 10

Make/Model- 2500 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE QUIT. THE PLT SAID THAT SEVERAL WEEKS PRIOR TO THE ACCIDENT HE DISCOVERED THE FUEL CROSSOVER QUICK DRAIN WAS "FROZEN" SHUT AND WOULD NOT DRAIN. HE REMOVED THE DRAIN TO LUBRICATE IT AND UPON REINSTALLATION HE COULD NOT PROPERLY SAFETY WIRE IT DUE LACK OF ACCESS. HE WIRED IT TO AN ADJACENT SCREW. AFTER THE ACCIDENT THE SCREW, WIRE AND DRAIN WERE MISSING. HE STATED THAT IT WAS "POSSIBLE" THAT HE DID NOT RETIGHTEN THE SCREW. THE PLT SAID THE ACFT HAD 21 GALLONS OF FUEL FOR THIS FLT WHICH LASTED 45 MINUTES. THE ACFT, ACCORDING TO THE PLT, BURNS ABOUT 15.5 GALS/HR.

Brief of Accident (Continued)

File No. - 1033

6/19/84

OPHEIM, MT

A/C Reg. No. N731GL

Time (Lc1) - 1000 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, DRAIN - SEPARATION
 2. MAINTENANCE, INSTALLATION - INADEQUATE - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
 4. AIRCRAFT PREFLIGHT - 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

-----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. - 1182

6/25/84

DILLON, MT

A/C Reg. No. N88399

Time (Lcl) - 2015 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----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 - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan -
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

DILLON
Runway Ident - 34
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
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 - 3462
Make/Model- 70
Instrument- UNK/NR
Multi-Eng - 800
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 70
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT A NATURE MOVIE WAS BEING MADE & HE WAS MAKING A SHORT FIELD LANDING FOR A FILM SEQUENCE. ON THE 3RD APCH, HE MADE A SHORTER BASE LEG THAN NORMAL, THEN ON FINAL APCH, THE ACFT STALLED & "SLID IN". THE LEFT MAIN COLLAPSED AND THE LEFT WING WAS DAMAGED WHEN THE ACFT CONTACTED THE GROUND. THE DENSITY ALT WAS ABOUT 6200 FT.

Brief of Accident (Continued)

File No. - 1182

6/25/84

DILLON,MT

A/C Reg. No. N88399

Time (Lcl) - 2015 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
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

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1035 7/02/84 TOWNSEND, MT A/C Reg. No. N9826T Time (Lcl) - 1630 MDT

-----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 -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BOZEMAN, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOZEMAN, MT	TOWSSEND
Wind Dir/Speed - 300/015 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4100/ 72
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision - NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model - 40
		Instrument - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WEATHERVANED DURING LANDING IN A CROSSWIND AND COLLIDED WITH A FENCE AND IRRIGATION PIPE OFF THE LEFT SIDE OF THE RWY. THE STUDENT PLT HAD THOUGHT THE LANDING IN A X-WIND WOULD BE GOOD PRACTICE SO HE CONTINUED THE APPROACH BUT AT THE LAST MOMENT ADDED POWER TO GO AROUND. THE ACFT STALLED AND WEATHERVANED OFF THE RWY. REPORTED WINDS AT TIME OF THE ACCIDENT WERE FROM 300 DEG AT 15 KTS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 1035

7/02/84

TOWNSEND,MT

A/C Reg. No. N9826T

Time (Lcl) - 1630 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. OBJECT - FENCE
11. OBJECT - OBJECT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1112 7/15/84 RICHEY, MT A/C Reg. No. N6589 Time (Lcl) - 1100 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	0	0	0	1
Accident Occurred During	-CRUISE	ON GROUND	Pass	0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3750	Engine Type	- RECIP-FUEL INJECTED		
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 - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">RICHEY, MT</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 - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6420
ME LAND	Months Since - 3	Make/Model- 400
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 1150
		Last 24 Hrs - 12
		Last 30 Days- UNK/NR
		Last 90 Days- 205

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD FINISHED SPRAYING & WAS PROCEEDING TO THE GLENDIVE ARPT. HE SAID THAT ENG OR PROP BEGAN A SUDDEN SEVERE VIBRATION WHICH REQUIRED THE ENG TO BE SHUT DOWN. AN EMERGENCY LANDING WAS MADE. THE PLT STATED THAT THE LEFT WING IMPACTED A HILL WHICH SPUN THE ACFT TO THE LEFT. SUBSEQUENTLY, THE RIGHT MAIN GEAR, TAILWHEEL & THE UPPER & LOWER RIGHT WINGS FAILED. A POST IMPACT FIRE DESTROYED THE ACFT. AN EXAM REVEALED THAT THE OUTER 13 INCHES OF 1 PROP BLADE, P/N 6101A-13, HAD FAILED. ALSO, THE ENG MOUNTING & SEVERAL MOUNTS WERE FOUND BROKEN. RECORDS INDICATED THE HAMILTON STANDARD (PROP HUB 2-D-30-237) HAD BEEN OVERHAULED & TWISTED BLADES HAD BEEN STRAIGHTENED IN 1977. TOTAL TIME ON THE PROP SINCE OVERHAUL WAS 1168 HRS.

Brief of Accident (Continued)

File No. - 1112

7/15/84

RICHEY, MT

A/C Reg. No. N6589

Time (Lcl) - 1100 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - PREVIOUS DAMAGE
2. MAINTENANCE, MAJOR REPAIR - PERFORMED - OTHER MAINTENANCE PSNL
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
4. ENGINE ASSEMBLY - VIBRATION
5. ENGINE ASSEMBLY, MOUNT - OVERLOAD

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
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) 3

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1060

5/18/84

THOMASVILLE, NC

A/C Reg. No. N35LP

Time (Lcl) - 1345 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				
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - EIRE AVION PIK 20E
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ROTEX 505
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 060/005 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
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, ME LAND
GLIDER

Age - 41

Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 6592
Make/Model-	10
Instrument-	400
Multi-Eng -	1500
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT SUFFERED A PARTIAL POWER LOSS AT 150 FT AGL WHILE ON INITIAL CLIMB. THE PLT ATTEMPTED TO RETURN TO THE AIRPORT TO LAND AND THE ENG LOST TOTAL POWER. THE PILOT MADE A FORCED LANDING IN A MATURE WHEAT FIELD. EXAMINATION OF THE ENG REVEALED THAT THE NO. 1 PISTON & CYL WERE EXPOSED TO EXTREME HEAT AND THE PISTON HAD A HOLE THROUGH IT. THE SPARK PLUG WAS ALSO BADLY BURNED.

Brief of Accident (Continued)

File No. - 1060

5/18/84

THOMASVILLE, NC

A/C Reg. No. N35LP

Time (Lc1) - 1345 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY, CYLINDER - OVERTEMPERATURE
2. ENGINE ASSEMBLY, PISTON - OVERTEMPERATURE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
3. 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1181

8/14/84

BANNER ELK, NC

A/C Reg. No. N2864W

Time (Lcl) - 0800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-10A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 330/008 KTS
Visibility - 38.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
BANKER ELK, NC
Destination
JACKSONVILLE, FL

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, ME LAND

Age - 59

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - A-36

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1990	Last 24 Hrs	- UNK/NR
Make/Model-	1990	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	28
Multi-Eng -	140		

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE TOOK OFF & CLIMBED TO ABOUT 4800 FT WHERE "A CLOUD BANK ROLLED IN ON US WITHOUT WARNING." HE ATTEMPTED TO CLIMB & CLEAR THE MOUNTAINS. HOWEVER, THE LEFT WING TIP "CLIPPED A TREE" & SUBSEQUENTLY, HE CRASH LANDED. THE ELEVATION OF THE ACCIDENT SITE WAS ABOUT 4000 FT.

Brief of Accident (Continued)

File No. - 1181

8/14/84

BANNER ELK, NC

A/C Reg. No. N2864W

Time (Lc1) - 0800 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. WEATHER CONDITION - CLOUDS
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - FOG
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

7. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1199 3/03/84 OCONTO,NE A/C Reg. No. N8054E Time (Lcl) - 0245 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-236
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3A5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 130/009 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DES MOINES,IA
Destination
KEARNEY,NE

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ATTENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOOK OFF AT 2026 CST ON A FLT TO DES MOINES, IA, WHERE HE REFUELED. IN A PHONE CALL TO HIS WIFE AT THEIR HOME IN NORTH PLATTE, NE, HE INDICATED THE WX WAS SUCH THAT HE WOULD SPEND THE NIGHT AT DES MOINES. HOWEVER, AFTER CALLS TO THE FSS, HE ELECTED TO CONTINUE TO LINCOLN, NE. WHILE EN ROUTE, THE PLT REQUESTED THE GRAND ISLAND & NORTH PLATTE WX & WAS ADVISED THAT THEY WERE 25000 FT THIN BROKEN WITH UNRESTRICTED VISIBILITY. AT 0121 CST, HE EXTENDED HIS FLT PLAN TO PROCEED TO NORTH PLATTE. HE CONTINUED CHECKING ON THE CURRENT NORTH PLATTE WX. AT APRX 0218 CST, HE WAS ADVISED IT HAD DETERIORATED (CEILING 700 FT). A SHORT TIME LATER, THE CEILING DROPPED TO 600 FT OVERCAST. THE PLT DIVERTED TOWARD KEARNEY, NE, BUT THE ACFT DID NOT ARRIVE. AN INVESTIGATION REVEALED THAT IT HAD CRASHED IN A LEFT WING LOW, NOSE DOWN ATTITUDE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. REPORTEDLY, THE PLT HAD NOT OBTAINED AN IN-DEPTH WX BRIEFING.

Brief of Accident (Continued)

File No. - 1199

3/03/84

OCNTO,NE

A/C Reg. No. N8054E

Time (Lcl) - 0245 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----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) 1,2,3,4,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1151

7/11/84

FARNAM, NE

A/C Reg. No. N9816P

Time (Lc1) - 0720 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire NONE

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-25-260

Eng Make/Model - LYCOMING O-540

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 260 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COZAD, NE

Destination

UNK/NR

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, CFI

SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7700 Last 24 Hrs - 13

Make/Model- 2500 Last 30 Days- UNK/NR

Instrument- 110 Last 90 Days- 184

Multi-Eng - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PLT WAS RETURNING TO THE ARPT FROM AN AERIAL APPLICATION MISSION, THE ENG LOST POWER & HE ELECTED TO LAND ON A ROAD. DURING THE LANDING, THE ACFT STRUCK A BRIDGE & WAS SUBSTANTIALLY DAMAGED. INVESTIGATION DID NOT REVEAL CAUSE OF POWER LOSS.

Brief of Accident (Continued)

File No. - 1151

7/11/84

FARNAM, NE

A/C Reg. No. N9816P

Time (Lc1) - 0720 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1005 3/25/84 E. HANOVER,NJ A/C Reg. No. N11678 Time (Lcl) - 1536 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 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- 090/005 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LINCOLN PARK,NJ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HANOVER
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND,SE SEA,ME SEA

Age - 47

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	- 6250	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 WAS OBSERVED AS IT MADE A LOW PASS OVER THE END OF THE RWY, THEN PULL UP IN A ROLL AND/OR VERTICAL MANEUVER. ONE WITNESS SAID THAT ON THE DOWNWARD SIDE OF THE MANEUVER, THE ACFT APPEARED TO STALL OR SHUDDER. BEFORE RECOVERING, THE ACFT IMPACTED IN A NOSE DOWN ATTITUDE. THE ENG SOUNDS INDICATED THAT THE ENG WAS PRODUCING FULL POWER. THE PLT WAS ALSO OBSERVED TO DO A ROLL IMMEDIATELY AFTER TAKING OFF ON THE SAME FLT.

Brief of Accident (Continued)

File No. - 1005

3/25/84

E. HANOVER, NJ

A/C Reg. No. N11678

Time (Lcl) - 1536 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. AEROBATICS - INITIATED - PILOT IN COMMAND
4. 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) 1,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1165

4/28/84

COLTS NECK,NJ

A/C Reg. No. N24876

Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BRYAN RS-15

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 900

Engine Type - N/A

No. of Seats - 1

Rated Power - N/A

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/004 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

COLTS NECK,NJ

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

COLTS NECK

Runway Ident - 07

Runway Lth/Wid - 2569/ 125

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1121

Last 24 Hrs - 131

Make/Model- 142

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL TO LAND, THE PLT CIRCLED OVER THE ARPT WHILE GLIDERS WERE BEING REMOVED FROM THE ACTIVE RWY. HE THEN MADE A TIGHT DOWNWIND LEG & STARTED A 180 DEG APCH FROM 200 FT AT 55 KTS. HE STATED THAT THE "ROLL RATE (TO THE LEFT) WAS RAPID AND BY THE TIME I HAD IT STOPPED BANK ANGLE WAS APPROX 60 DEG ...". THE GLIDER THEN STALLED & COLLIDED WITH THE GROUND, LEFT WING FIRST.

Brief of Accident (Continued)

File No. - 1165

4/28/84

COLTS NECK, NJ

A/C Reg. No. N24876

Time (Lc1) - 1430 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1149 5/31/84 TETERBORO,NJ A/C Reg. No. N8208J Time (Lcl) - 0130 EDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	PICHEL AIR SERVICE	SUBSTANTIAL						
Type of Operation	NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	14 CFR 135	NONE	Pass	0	0	1	0	
Accident Occurred During	STANDING		Other	0	0	0	2	

-----Aircraft Information-----

Make/Model	PIPER AEROSTAR 600	Eng Make/Model	PIPER IO-540-G1B5	ELT Installed/Activated	UNK/NR
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	YES
Max Gross Wt	5500	Engine Type	RECIP-FUEL INJECTED		
No. of Seats	6	Rated Power	290 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	TOMS RIVER,NJ	TETERBORO
Wind Dir/Speed- 340/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 400 FT SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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,ATP	Current - UNK/NR	Total - UNK/NR
ME LAND,SE SEA,ME SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA-34-200T, N33086 & A PIPER AEROSTAR 600, N8208T, WERE INVOLVED IN AN ON-GROUND COLLISION AT NIGHT. IFR FLT PLANS HAD BEEN FILED FOR BOTH ACFT & THE PLTS OF BOTH ACFT HAD BEGUN TAXIING FOR TAKEOFF. ACCORDING TO THE PA-34 PLT, HE HAD BEEN CLEARED TO TAXI TO RWY 1 VIA TAXIWAYS DELTA, FOXTROT & ECHO & WAS TO HOLD SHORT OF PAPA. AT APRX 200 FT SHORT OF PAPA, THE PA-34 PLT BEGAN SLOWING TO STOP, BUT DID NOT SEE THE AEROSTAR, WHICH WAS HOLDING SHORT OF PAPA, UNTIL JUST BEFORE THE COLLISION. THE PA-34 RECEIVED ONLY MINOR DAMAGE, BUT THE AEROSTAR WAS SUBSTANTIALLY DAMAGED. THE PA-34 PLT CHARACTERIZED HIS VISIBILITY AS POOR DUE TO A COMBINATION OF RAIN CONDITIONS & POOR FRONTAL LIGHTING CAPABILITY OF HIS ACFT.

Brief of Accident (Continued)

File No. - 1149

5/31/84

TETERBORO,NJ

A/C Reg. No. N8208J

Time (Lc1) - 0130 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - HAZE
4. 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) 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. - 1149 5/31/84 TETERBORO, NJ A/C Reg. No. N33086 Time (Lcl) - 0130 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
Type of Operation	-FERRY	MINOR		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		Crew	0	0	1
Accident Occurred During	-TAXI	NONE		Pass	0	0	1
				Other	0	2	0

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TS10-360-EB	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- IMC	WINDSOR LOCKS, CT	TETERBORO	
Wind Dir/Speed	- 340/009 KTS		Runway Ident	- UNK/NR
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 400 FT SCATTERED	Type of Flight Plan	Runway Surface	- UNK/NR
Lowest Ceiling	- 800 FT BROKEN	Type of Clearance	Runway Status	- UNK/NR
Obstructions to Vision	- FOG	Type Apch/Lndg		
Precipitation	- RAIN			
Condition of Light	- NIGHT(DARK)			

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current	Total	- 1435
SE LAND, ME LAND	Months Since	Make/Model	- 113
HELICOPTER	Aircraft Type	Instrument	- 155
		Multi-Eng	- 350
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 223
		Rotorcraft	- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA-34-200T, N33086 & A PIPER AEROSTAR 600, N8208T, WERE INVOLVED IN AN ON-GROUND COLLISION AT NIGHT. IFR FLT PLANS HAD BEEN FILED FOR BOTH ACFT & THE PLTS OF BOTH ACFT HAD BEGUN TAXIING FOR TAKEOFF. ACCORDING TO THE PA-34 PLT, HE HAD BEEN CLEARED TO TAXI TO RWY 1 VIA TAXIWAYS DELTA, FOXTROT & ECHO & WAS TO HOLD SHORT OF PAPA. AT APRX 200 FT SHORT OF PAPA, THE PA-34 PLT BEGAN SLOWING TO STOP, BUT DID NOT SEE THE AEROSTAR, WHICH WAS HOLDING SHORT OF PAPA, UNTIL JUST BEFORE THE COLLISION. THE PA-34 RECEIVED ONLY MINOR DAMAGE, BUT THE AEROSTAR WAS SUBSTANTIALLY DAMAGED. THE PA-34 PLT CHARACTERIZED HIS VISIBILITY AS POOR DUE TO A COMBINATION OF RAIN CONDITIONS & POOR FRONTAL LIGHTING CAPABILITY OF HIS ACFT.

Brief of Accident (Continued)

File No. - 1149

5/31/84

TETERBORO, NJ

A/C Reg. No. N33086

Time (Lcl) - 0130 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - FOG
 4. 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) 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. - 1120

1/27/84

COLUMBUS, NM

A/C Reg. No. N719K

Time (Lcl) - 2145 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DEMING, NM
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND, SE SEA

Age - 69

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 1100	Last 24 Hrs	- 1
Make/Model-	764	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 TOOK OFF AT NIGHT IN THE COMPANY OF PLTS FLYING 2 OTHER ACFT, A CESSNA 150 & A PIPER PA-22. N719K, A BEECH A36 BONANZA, WAS FLYING AHEAD OF THE OTHER 2 ACFT. THE PLT OF 1 OF THE OTHER ACFT STATED THAT THE BONANZA PLT WOULD USUALLY FLY AT A SLOWER AIRSPEED WHEN IN THE COMPANY OF SLOWER ACFT. HE COULD SEE THE BONANZA'S POSITION LIGHTS, BUT COULD NOT TELL WHETHER THE PLT MIGHT HAVE LEFT THE GEAR OR FLAPS EXTENDED. SUBSEQUENTLY, THE BONANZA CRASHED ON LEVEL, DRY, HARD PACKED, DESERT TERRAIN APRX 10 MI NORTH OF COLUMBUS, NM, WHILE TRAVELING SOUTHBOUND. MOUNTAINS WERE LOCATED JUST NORTH OF THE CRASH SITE. AN EXAM OF THE WRECKAGE REVEALED THE ACFT HAD IMPACTED IN A SLIGHT NOSE LOW, LEFT WING LOW ATTITUDE WITH THE GEAR EXTENDED. NO FUEL WAS FOUND IN THE FUEL TANKS, BUT THERE WAS EXTENSIVE DAMAGE TO THE ACFT. THE PLTS OF THE 3 ACFT WERE USING THE SAME RADIO FREQ, BUT NO CALLS WERE RECEIVED FROM THE BONANZA PLT. THE NIGHT WAS MOONLESS; THE AREA NORTH OF COLUMBUS WAS DESCRIBED AS A "BLACK HOLE" ON DARK NIGHTS.

Brief of Accident (Continued)

File No. - 1120

1/27/84

COLUMBUS,NM

A/C Reg. No. N719K

Time (Lc1) - 2145 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. DESCENT - INITIATED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1155 6/23/84 ALBUQUERQUE,NM A/C Reg. No. N72052 Time (Lcl) - 1955 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -FERRY	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -TAKEOFF			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CORTEZ,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALAMEDA
Wind Dir/Speed- 100/020 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6080/ 80
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - YES	Total - 292
SE LAND	Months Since - 0	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ARPT HAD A UNICOM & 2 RWYS, 17/35 & 10/28. THE ACFT HAD AN OPERABLE RADIO, BUT THE PLT DID NOT CALL UNICOM. HE ELECTED TO LAND ON RWY 17 WHICH HAD A X-WIND FROM 100 DEGS AT 20 KTS. DURING THE APCH, THE PLT COMPENSATED FOR THE X-WIND BY LOWERING THE LEFT WING & KEEPING THE FUSELAGE ALIGNED WITH THE RWY. HE STATED THAT JUST BEFORE TOUCHDOWN, A GUST OF WIND RAISED THE LEFT WING & CAUSED THE RIGHT MAIN WHEEL TO HIT THE RWY. THE ACFT WEATHERVANED & WENT OFF THE LEFT SIDE OF THE RWY. THE PLT ADDED FULL POWER, MANEUVERED THE PLANE BACK OVER THE RWY, "DUMPED THE FLAPS" & "TRIED TO CLIMB OUT". HOWEVER, THE ACFT WAS HEADED TOWARD PARKED AIRPLANES & A SMALL TOWER. THE PLT TURNED RIGHT TO AVOID THE OBSTACLES, BUT THE RIGHT WING HIT THE GROUND & THE ACFT CRASHED. THERE WERE HANGARS LOCATED TO THE EAST OF RWY 17. THE PLT BELIEVED THAT WIND BLOWING OVER THE HANGARS CREATED TURBULENCE WHICH CAUSED HIM TO LOSE CONTROL.

Brief of Accident (Continued)

File No. - 1155

6/23/84

ALBUQUERQUE,NM

A/C Reg. No. N72052

Time (Lc1) - 1955 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. GO-AROUND - INITIATED - PILOT IN COMMAND
9. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
10. 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) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1174

5/05/84

NEW PALTZ,NY

A/C Reg. No. N86094

Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 337D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4400
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-360-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW PALTZ,NY
Destination
MILLBROOK,NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NEW PALTZ STANTON
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND
GLIDER

Age - 39

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3486	Last 24 Hrs	-	1
Make/Model	-	30	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	20
Multi-Eng	-	592			

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 5 MINS AFTER DEPARTING THE ARPT, THE FRONT ENG BEGAN TO GRADUALLY LOSE POWER. THE PLT TURNED BACK TOWARD THE ARPT & ADJUSTED THE FUEL SELECTOR TO VARIOUS SETTINGS. THE FRONT ENG CONTINUED TO LOSE POWER AND THE REAR ENG BEGAN LOSING POWER. SUBSEQUENTLY, BOTH ENGS QUIT & THE PLT MADE A FORCED LANDING WITH THE GEAR UP, APRX 1 MI FROM THE ARPT. NO EVIDENCE OF A PREIMPACT MECHANICAL FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1174

5/05/84

NEW PALTZ, NY

A/C Reg. No. N86094

Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
2. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1153 1/07/84 WAVERLY, OH A/C Reg. No. N4953F Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CHILLICOTHE, OH	ON AIRSTRIP
Method - N/A	Destination LOCAL	
Completeness - N/A	ATC/Airspace	Airport Data
Basic Weather - VMC	Type of Flight Plan - NONE	MORKASSEL
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type Apch/Lndg - FULL STOP	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - CLEAR		Runway Surface - GRASS/TURF
Lowest Ceiling - NONE		Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 468
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 59
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON A 2000 FT RWY AT WAVERLY, OH, THE BRAKES WERE NOT EFFECTIVE, SO THE PLT ELECTED TO GO-AROUND. DURING THE GO-AROUND, THE ACFT HIT A FENCE AT THE END OF THE RWY. THE PLT CONTINUED FLT TO THE ROSS COUNTY ARPT & LANDED. AN EXAM OF THE BRAKES REVEALED THAT THE LININGS, P/N 66-307, WERE WORN TO SUCH AN EXTENT THAT A PISTON HAD EXTENDED BEYOND ITS "O" RING SEAL & RESULTED IN LOSS OF BRAKE FLUID.

Brief of Accident (Continued)

File No. - 1153

1/07/84

WAVERLY, OH

A/C Reg. No. N4953F

Time (Lc1) - 1500 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
2. FLUID, HYDRAULIC - LEAK
3. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
4. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. GO-AROUND - PERFORMED - PILOT IN COMMAND
6. OBJECT - FENCE
7. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1158 2/24/84 LIMA, OH A/C Reg. No. N30026 Time (Lcl) - 2122 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-DESCENT	NONE	Pass 0	0	1	2

-----Aircraft Information-----

Make/Model	- PIPER PA-32RT-300	Eng Make/Model	- LYCOMING IO-540-K1G5B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed - 020/014 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - 800 FT</p> <p>Lowest Ceiling - 800 FT BROKEN</p> <p>Obstructions to Vision - FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LIMA, OH</p> <p>Destination</p> <p>TOLEDO, OH</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 695
SE LAND	Months Since - 17	Make/Model - 328
	Aircraft Type - UNK/NR	Instrument - 165
		Multi-Eng - 10
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 47
		Rotorcraft - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

HEAVY WET SNOW WAS FALLING ON THE DAY OF THE ACCIDENT. THE PLT REPORTED THAT HE CLEARED SNOW OFF THE WINGS OF THE ACFT, BUT NOT OFF THE HORIZONTAL SURFACE OF THE T-TAIL. ALSO HE REPORTED, A CONSIDERABLE AMOUNT OF SLUSH REMAINED ON THE RWY WHICH WAS THROWN UP OVER THE ACFT DURING THE TAKEOFF ROLL. AFTER TAKING OFF, THE PLT WAS ABLE TO CLIMB TO 1100 FT MSL. THE AIRSPEED DROPPED TO 60 KTS & THE LANDING GEAR AUTOMATICALLY EXTENDED. USING HIS INSTRUMENTS, HE KEPT THE WINGS LEVEL & CRASH LANDED IN A FARM FIELD. THE PLT REPORTED THE WX WAS 1300 FT CEILING, VISIBILITY 1/2 MI WITH SNOW, WIND WAS FROM 020 DEGS AT 11 KTS. APRX 25 MI NORTHEAST OF FINDLAY, OH, THE 2055 EST WX WAS 800 FT BROKEN, VISIBILITY 4 MI WITH FOR & RAIN, WIND FROM 020 DEGS AT 14 KTS.

Brief of Accident (Continued)

File No. - 1158

2/24/84

LIMA, OH

A/C Reg. No. N30026

Time (Lcl) - 2122 EST

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - SNOW
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DETERIORATED
6. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1159 3/11/84 COLUMBUS, OH A/C Reg. No. N642DH Time (Lcl) - 0110 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -TAKEOFF			0	0	0	5

-----Aircraft Information-----

Make/Model - BEECHCRAFT BE-90	Eng Make/Model - P&W PT6A-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9650	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 550 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 - IMC	MIAMI, FL	OHIO STATE UNIVERSITY
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 2.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 1800 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1800 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - ICE COVERED
Obstructions to Vision- NONE		SNOW - DRY
Precipitation - SNOW SHOWER		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 6590
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 5340
		Last 30 Days- UNK/NR
		Instrument- 3953
		Last 90 Days- 46
		Multi-Eng - 5340

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAKING OFF ON RWY 27L, THE ACFT CONTACTED A RIDGE OF SNOW AT THE INTERSECTION OF RWY 14, WHERE RWY 14 HAD BEEN PLOWED. AFTER STRIKING THE SNOW, THE ACFT DRIFTED TO THE RIGHT & THE PLT NOTED A REDUCTION OF POWER FROM THE RIGHT ENG. THE RIGHT MAIN GEAR THEN WENT INTO DEEPER SNOW WHICH ACCELERATED THE RIGHT TURN. SUBSEQUENTLY, THE NOSE GEAR ENCOUNTERED AN ICE COVERED DRIFT OFF THE RIGHT SIDE OF THE RWY & COLLAPSED.

Brief of Accident (Continued)

File No. - 1159

3/11/84

COLUMBUS, OH

A/C Reg. No. N642DH

Time (Lcl) - 0110 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
4. AIRPORT SNOW REMOVAL - IMPROPER - AIRPORT PERSONNEL
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

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. - 1113 3/17/84 BRISTOW,OK A/C Reg. No. N7386W Time (Lcl) - 1558 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
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 - 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	JONES MEMORIAL
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3375/ 50
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 513
NONE	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 288
		Last 30 Days- 3
		Instrument- 5
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

JUST PRIOR TO THE ACCIDENT, THE ACFT WAS OBSERVED TO MAKE A LOW PASS DOWN RWY 35 IN SLOW FLT. THE ACFT THEN ENTERED A STEEP CLIMB AT THE END OF THE RWY TO AN ALT OF 200 TO 300 FT AGL. IT THEN TURNED LEFT ONTO A CROSSWIND LEG OF THE PATTERN, THE LEFT WING DROPPED INTO A STEEP BANK & THE NOSE DROPPED. THE ACFT IMPACTED IN A WHEAT FIELD IN A WINGS LEVEL, SLIGHTLY NOSE-DOWN ATTITUDE WITH A HIGH SINK RATE. AFTER PRINCIPAL IMPACT, THE ACFT SLID 66 FT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. AT TULSA, THE 1552 CST WIND WAS FROM 070 DEG AT 7 KTS.

Brief of Accident (Continued)

File No. - 1113

3/17/84

BRISTOW,OK

A/C Reg. No. N7386W

Time (Lc1) - 1558 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. MANEUVER - INITIATED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - 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) 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. - 1016

3/17/84

KIEFER,OK

A/C Reg. No. N5502V

Time (Lcl) - 1619 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
2	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 - BELLANCA 8KCAB

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1800

No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-320-E2B

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 150 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TULSA,OK

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,COMMERCIAL,CFI

SE LAND,SE SEA

Age - 26

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - 337

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3846	Last 24 Hrs	- 2
Make/Model-	32	Last 30 Days-	19
Instrument-	1384	Last 90 Days-	138
Multi-Eng -	922		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DESTROYED AS IT SPUN INTO THE GROUND AFTER HAVING BEEN OBSERVED DOING AEROBATICS BETWEEN 800 AND 1500 AGL. THE MANEUVERS INCLUDED BARREL ROLLS AND HAMMERHEAD STALLS. THE LAST MANEUVER ENDED IN A SPIN THAT WAS SAID TO LAST ABOUT 5 TURNS BEFORE IMPACT. THE ACFT IMPACTED IN A NOSE LOW RIGHT WING LEADING ATTITUDE. A CALCULATION OF THE ACFT WT & BALANCE SHOWED THAT THE CG WAS AT THE AFT EDGE OF THE ALLOWABLE ENVELOPE FOR AEROBATICS. THE PLT WHO FLEW THE ACFT AN HOUR BEFORE THE ACCIDENT FLT DID NOT REVEAL ANY DEFICIENCIES. POSITIVE CONTROL IS NECESSARY FOR SPIN RECOVERY IN THIS ACFT AS OPPOSED TO THE C-150/152 WHICH THE PLT WAS EXPERIENCED IN.

Brief of Accident (Continued)

File No. - 1016

3/17/84

KIEFER,OK

A/C Reg. No. N5502V

Time (Lcl) - 1619 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1106

4/14/84

TULSA,OK

A/C Reg. No. N24708

Time (Lcl) - 1438 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

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

Wind Dir/Speed- 350/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 6000 FT

Lowest Ceiling - 6000 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

RICHARD LLOYD JONES JR.

Runway Ident - 36

Runway Lth/Wid - 3006/ 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)

STUDENT

Age - 23

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 - 28	Last 24 Hrs - 1
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Make/Model- 28	Last 30 Days- 5
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Instrument- 0	Last 90 Days- 5
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS ON HIS 3RD SOLO FLT, PRACTICING TOUCH-&-GO LANDINGS. ACCORDING TO WITNESSES, THE ACFT INITIALLY TOUCHED DOWN SHORT OF THE RWY, THEN BOUNCED ONTO THE PREPARED SURFACE. THE ACFT PORPOISED SEVERAL TIMES. THE PLT MADE NO ATTEMPT TO GO AROUND.

Brief of Accident (Continued)

File No. - 1106

4/14/84

TULSA,OK

A/C Reg. No. N24708

Time (Lcl) - 1438 CST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1066

4/15/84

GUTHRIE,OK

A/C Reg. No. N2385W

Time (Lcl) - 1750 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
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 - BEECH A23-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/010 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
OKLAHOMA CITY,OK
Destination
GUTHRIE,OK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GUTHRIE MUNICIPAL
Runway Ident - 34
Runway Lth/Wid - 3000/ 50
Runway Surface - CONCRETE
Runway Status - WET

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)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1395	Last 24 Hrs -	3
Make/Model-	16	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH THE ACFT DESCENDED BELOW THE DESIRED GLIDEPATH. WHEN THE PLT ADDED PWR, THE ENGINE DID NOT RESPOND. THE ACFT TOUCHED DOWN HARD AND SHORT OF THE RWY AFTER WHICH THE LEFT WING CONTACTED A TREE. THE PLT STATED HE DID NOT USE CARB HEAT DURING THE DESCENT OR THE APCH AND LIGHT RAIN WAS FALLING AT THE TIME.

Brief of Accident (Continued)

File No. - 1066

4/15/84

GUTHRIE,OK

A/C Reg. No. N2385W

Time (Lcl) - 1750 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #4 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1015 4/25/84 PRYOR,OK

A/C Reg. No. N27165

Time (Lc1) - 1300 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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- 180/030 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
HARRISON,AR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 35
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 41

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT TAXIED UPWIND & TOOK OFF DOWNWIND. WITNESSES REPORTED THAT THE ACFT LIFTED OFF AT THE DEPARTURE END & NEVER LEFT GROUND EFFECT. AFTER ABOUT 1/2 MI, THE ACFT STALLED AS THE PLT ATTEMPTED TO CLEAR ELECTRIC LINES. THE ACFT THEN CRASHED, HITTING A BUILDING & A TRUCK IN THE PROCESS. THE PLT WAS THROWN OUT & CLEAR OF THE BURNING WRECKAGE & SURVIVED THE ACCIDENT. ACCORDING TO THE PLT, THE PASSENGER WAS A CO-OWNER OF THE ACFT. THE ARPT MANAGER ESTIMATED THAT THE WIND WAS FROM THE SOUTH AT 30 GUSTING 45 KTS.

Brief of Accident (Continued)

File No. - 1015

4/25/84

PRYOR,OK

A/C Reg. No. N27165

Time (Lc1) - 1300 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

9. OBJECT - BUILDING(NONRESIDENTIAL)
10. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1001

5/31/84

FAIRVIEW, OK

A/C Reg. No. N49640

Time (Lcl) - 0800 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

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 - 190/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1681	Last 24 Hrs - 0
Make/Model - UNK/NR	Last 30 Days - 1
Instrument - 199	Last 90 Days - 1
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD INFLT STRUCTURAL FAILURE AND SEPARATION OF SOME COMPONENTS AND CRASHED IN AN INVERTED FLAT SPIN PARTS OF THE WING AND AILERON WERE NEVER FOUND. SOME PARTS WERE FOUND ABOUT 1/2 MILE FROM THE PRIMARY IMPACT POINT. AN AUTOPSY ON THE PLT REVEALED THE CAUSE OF DEATH WAS MASSIVE TRAUMA WITH EVIDENCE OF INCAPACITATION DUE TO ARTERIOSCLEROTIC CARDIOVASCULAR DISEASE. ALL THE FAILURES OF THE ACFTS AIRFRAME WERE DETERMINED TO BE OF AN OVERLOAD NATURE.

Brief of Accident (Continued)

File No. - 1001

5/31/84

FAIRVIEW,OK

A/C Reg. No. N49640

Time (Lc1) - 0800 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. UNDETERMINED
3. WING - OVERLOAD
4. WING - SEPARATION

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

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. - 1132 6/10/84 SPENCER,OK A/C Reg. No. NONE Time (Lc1) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 103	Fire	Crew 0	1	0	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- WEEDHOPPER "B"	Eng Make/Model	- CHOTA "B"	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 25 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 130/013 KTS	ATC/Airspace	- N/A
Visibility	- 12.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- GRASS/TURF
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- WET
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current	Total	Last 24 Hrs - UNK/NR
	Months Since	Make/Model	Last 30 Days - UNK/NR
	Aircraft Type	Instrument	Last 90 Days - UNK/NR
		Multi-Eng	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRMAN TOOK OFF ON A WINDY DAY AND BEGAN TO HAVE DIFFICULTY CONTROLLING HIS VEHICLE. THIS VEHICLE HAD A 34 FT SOARING WING WITH NO AILERONS. THE PILOT DECIDED TO LAND AND WAIT FOR BETTER FLYING CONDITIONS. DURING THE LANDING, A WING DROPPED AND BEFORE THE RUDDER COULD AFFECT A RECOVERY THE WING TIP HIT AN IRRIGATION SYSTEM. EXAMINATION OF THE WRECKAGE FAILED TO REVEAL ANY EVIDENCE OF A PREIMPACT MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1132

6/10/84

SPENCER,OK

A/C Reg. No. NONE

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 3. FLT CONTROL SYST,AILERON CONTROL - LACK OF
 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1054

6/16/84

HAMMOND,OR

A/C Reg. No. N5465L

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 -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-5
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/015 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 3800 FT

Lowest Ceiling - 3800 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ASTORIA,OR

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 62

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 210

Make/Model- 97

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 WAS SEEN FIRST TO MAKE A TURN TO THE NORTH FOLLOWED BY A TURN TO THE SOUTH. IT THEN WENT INTO A NOSE DOWN ATTITUDE AND DESCENDED UNTIL IT DISAPPEARED FROM VIEW. THE ACFT COLLIDED WITH THE TERRAIN. AN INVESTIGATION REVEALED NO APPARENT MALFUNCTION WITH EITHER THE ACFT OR THE ENG. TOXICOLOGY TEST RESULTS WERE NEGATIVE. SEVERAL WITNESSES REPORTED THAT THE PLT HAD ON OCCASION PERFORMED AEROBATICS WITH THE ACFT.

Brief of Accident (Continued)

File No. - 1054

6/16/84

HAMMOND, OR

A/C Reg. No. N5465L

Time (Lc1) - 1630 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT

Finding(s)

1. MANEUVER - PERFORMED -
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1049 6/24/84 SALEM,OR A/C Reg. No. N4451T Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -DESCENT		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MARK II	Eng Make/Model - ROTEX 503	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 420	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 28 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALEM,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SALEM,OR	Runway Ident - N/A
Wind Dir/Speed- 360/005 KTS	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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 679
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 60
		Last 30 Days- UNK/NR
		Instrument- 31
		Last 90 Days- 33
		Multi-Eng - 55

Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED TAKEOFF ON SHORT GRASS FIELD AT GROSS WT WITH A OAT OF APRX 80 DEG F. ONCE AIRBORNE THE ACFT DRIFTED TO THE LEFT OF THE AIRSTRIP. PLT PULLED UP TO CLEAR A FENCE. AFTER CLEARING THE FENCE THE ACFT STALLED STRIKING THE GROUND WITH THE LEFT WING AND NOSING OVER.

Brief of Accident (Continued)

File No. - 1049

6/24/84

SALEM, OR

A/C Reg. No. N4451T

Time (Lc1) - 1430 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - FENCE
4. PULL-UP - EXCESSIVE - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND

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) 1,4,5,6

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. - 1150

8/11/84

CRESWELL, OR

A/C Reg. No. N3278E

Time (Lcl) - 1635 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-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- 250/013 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
SUN RIVER, OR
Destination
CRESWELL, OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HOBBY FIELD
Runway Ident - 16
Runway Lth/Wid - 2100/ 19
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 160
Make/Model-	8
Instrument-	3
Multi-Eng -	UNK/NR
Last 24 Hrs -	UNK/NR
Last 30 Days-	3
Last 90 Days-	13
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES DURING AN ATTEMPTED GO-AROUND. THE PLT STATED THAT HE HAD MADE ONE GO-AROUND AND ON THE 2ND LANDING ATTEMPT HE LANDED HARD IN GUSTY WIND & BOUNCED. DURING THE 2ND GO-AROUND HE COLLIDED WITH WIRES & CRASHED.

Brief of Accident (Continued)

File No. - 1150

8/11/84

CRESWELL,OR

A/C Reg. No. N3278E

Time (Lc1) - 1635 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. ABORTED LANDING - DELAYED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1148

2/12/84

MT. PLEASANT, PA

A/C Reg. No. N2273U

Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - BRANTLY B-2B
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING IVO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 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- 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
CONNELLSVILLE, PA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Age - 37

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	194	Last 24 Hrs -	1
Make/Model-	45	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	23	
		Rotorcraft -	101	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FLEW TO GREENSBURG, WHERE HE BROUGHT THE HELICOPTER TO A 2 FT HOVER AND DEPARTED WITH A MAX PERFORMANCE CLIMB. HE STATED THE HELICOPTER BEGAN TO EXHIBIT CONTROL IRREGULARITIES WHICH HE DESCRIBED AS "A DUTCH ROLL WOBBLE TYPE OF SHUFFLE." HE CONTINUED THE FLT & SAID THE "SHUFFLE" SUBSIDED AS PWR WAS REDUCED DURING APCH TO MT PLEASANT. HOWEVER, HE EXPERIENCED DIRECTIONAL CONTROL PROBLEMS DURING THE APCH WHICH WERE PROPORTIONAL TO CHANGES IN COLLECTIVE & THROTTLE APPLICATIONS. INITIALLY, HE THOUGHT THE PROBLEM WAS ASSOCIATED WITH THE WIND. THE PLT INCREASED THROTTLE, COLLECTIVE, RT PEDAL & BEGAN A CLIMB. THEN AS A PRECAUTION, HE CUT THE THROTTLE TO STOP AN INCREASING VIBRATION & KEEP THE ENG FROM OVERREVING. COLLECTIVE WAS REDUCED TO MAINTAIN ROTOR RPM, THEN WAS INCREASED ON DESCENT THRU 20 FT AGL, BUT THE ACFT LANDED HARD, COLLAPSING A SKID. ACCORDING TO WITNESSES, IT HAD INSUFFICIENT PWR & MADE A 360 DEG ROTATION BEFORE IMPACT. TWO MAIN ROTOR BLADES SEPARATED AND WERE FOUND WITHIN PROXIMITY OF THE HELICOPTER WITH IMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 1148

2/12/84

MT. PLEASANT, PA

A/C Reg. No. N2273U

Time (Lc1) - 1230 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. FUSELAGE - VIBRATION
2. UNDETERMINED
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. 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) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1164

4/22/84

HAZLETON, PA

A/C Reg. No. N4925C

Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-520-D24
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/009 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
HAZLETON, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HAZELTON
Runway Ident - 28
Runway Lth/Wid - 4900/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1182
Make/Model-	10
Instrument-	15
Multi-Eng -	53
Last 24 Hrs -	131
Last 30 Days-	UNK/NR
Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE ATTEMPTED TO TAKEOFF ON RWY 28 WITH A VARIABLE WIND FROM 180 DEG AT 9 KTS GUSTING TO 19 KTS. AFTER ROLLING ABOUT 200 FT, HE GRADUALLY ADDED POWER, BUT THE ACFT BEGAN TURNING LEFT, SO HE REDUCED THE POWER. THE ACFT STRAIGHTENED OUT, BUT SUBSEQUENTLY TURNED LEFT AGAIN. THE PLT FOLLOWED THE SAME PROCEDURE TO CORRECT THE SITUATION. THE ACFT STRAIGHTENED OUT AGAIN, BUT THE LEFT WING CAME UP & THE ACFT TURNED APRX 15 DEGS TO THE RIGHT. THE PLT CORRECTED WITH LEFT RUDDER, THE ACFT TURNED BACK TO THE LEFT, THE LEFT WING CAME UP & THE RIGHT GEAR FAILED.

Brief of Accident (Continued)

File No. - 1164

4/22/84

HAZLETON, PA

A/C Reg. No. N4925C

Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

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. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1111 10/06/84 MIDDLETOWN, PA A/C Reg. No. N4447V Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH V35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 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- 120/005 KTS
Visibility - 40.0 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
WURTSBORO, NY

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 - 69

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 650	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-----

ABOUT 2 WEEKS BEFORE THE ACCIDENT, THE ACFT WAS FORCED LANDED IN A PASTURE DUE TO A LOSS OF POWER. THE PLT MADE REPAIRS TO THE AIRCRAFT & ATTEMPTED TO FLY OUT OF THE PASTURE. WITNESSES OBSERVED THE LEFT WING COME IN CONTACT WITH THE GROUND DURING TAKEOFF, JUST PRIOR TO LIFTING OFF. THE ACFT BEGAN A SLIGHT CLIMB IN A NOSE HIGH ATTITUDE & COMMENCED A LEFT TURN. THE NOSE THEN DROPPED DURING A STEEP LEFT BANK & THE ACFT COLLIDED WITH TERRAIN.

Brief of Accident (Continued)

File No. - 1111

10/06/84

MIDDLETOWN, PA

A/C Reg. No. N4447V

Time (Lc1) - 1645 EDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident 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. - 1030

5/07/84

PAXVILLE, SC

A/C Reg. No. N21672

Time (Lcl) - 1420 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 188B

Eng Make/Model - CONTINENTAL O-470-R

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PAXVILLE, SC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

GLIDER

Age - 33

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10440

Make/Model- 2600

Instrument- 429

Multi-Eng - 1069

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 130

Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER SHORT OF THE RWY AFTER THE ENGINE FAILED TO RESPOND TO THE PLTS ATTEMPT TO ADD POWER TO REACH THE RWY. IT WAS FOUND AFTER THE ACCIDENT THAT THE CARB HEAT CONTROL DOOR BRACKETS WERE WORN WHICH ALLOWED THE BUTTERFLY VALVE DOOR TO SEPARATE AND BE FREE TO BLOCK AIRFLOW IN THE INTAKE/CARBURETOR DUCT.

Brief of Accident (Continued)

File No. - 1030

5/07/84

PAXVILLE, SC

A/C Reg. No. N21672

Time (Lcl) - 1420 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. INDUCTION AIR CONTROL - WORN
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. INDUCTION AIR CONTROL - FAILURE, TOTAL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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. - 1107 6/20/84 IVA, SC

A/C Reg. No. N4721

Time (Lc1) - 0700 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF				

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - SIKORSKY CH-19E
Landing Gear - UNK/NR
Max Gross Wt - 7300
No. of Seats - 2

Eng Make/Model - WRIGHT R-1300-3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 800 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/004 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4793

Make/Model- 79

Instrument- 766

Multi-Eng - 262

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 4346

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS BEING OPERATED FROM SLOPING TERRAIN. AFTER RETURNING FROM A SPRAY MISSION, THE PLT REMAINED INSIDE THE HELICOPTER WITH THE ENG & ROTOR AT GROUND IDLE WHILE THE GROUND CREW REFILLED THE SPRAY TANK. AFTER COMPLETING THE LOADING OPERATION, THE PLT BEGAN APPLYING POWER TO INCREASE THE ROTOR RPM FOR TAKEOFF. A SEVERE GROUND-RESONANCE TYPE OF VIBRATION DEVELOPED. THE PLT DISENGAGED THE ENG & APPLIED THE ROTOR BRAKE. WHEN THE ROTOR HAD STOPPED & THE ENG WAS SECURED, THE PLT EGRESSED & OBSERVED THAT THE AFT END OF THE TAIL BOOM WAS LAYING ON THE GROUND. NO PRE-ACCIDENT CRACKS OR FAILURES WERE FOUND IN THE TAIL BOOM. SOME COMPONENTS OF THE ROTOR SYS HAD CRACKS, BUT NONE HAD FAILED OR SEPARATED. THE MAIN ROTOR LEAD-LAG DAMPERS WERE REMOVED & CHECKED FOR TIME & ALL WERE WITHIN SPECIFICATIONS. PERSONNEL WHO RECOVERED THE HELICOPTER NOTED THAT THE LEFT FRONT LANDING GEAR STRUT WAS FLAT & THE LEFT REAR MAIN LANDING GEAR STRUT WAS LOW. THEY ESTIMATED THE TERRAIN WAS SLOPING 10 DEGS.

Brief of Accident (Continued)

File No. - 1107

6/20/84

IVA, SC

A/C Reg. No. N4721

Time (Lc1) - 0700 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - PRESSURE TOO LOW
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER -
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
5. FUSELAGE - VIBRATION

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

6. MISC ROTORCRAFT, TAIL BOOM - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1061 6/22/84 SUMMERVILLE, SC A/C Reg. No. N7339J Time (Lc1) - 1100 EDT

-----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	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-F2A	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 - 140 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point ORANGEBURG, SC	
Method - TELEPHONE	Destination SAME AS ACC/INC	Airport Data SUMMERVILLE
Completeness - FULL	ATC/Airspace	Runway Ident - 21
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Lth/Wid - 4000/ 150
Wind Dir/Speed- 050/007 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 4.000 SM	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR		
Lowest Ceiling - 1600 FT BROKEN		
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 - 312
SE LAND	Months Since - 2	Make/Model- 245
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN 1500 FT PAST THE APPROACH END OF THE 4000 FT WET SOD RWY. 10 DEGREES OF FLAPS WERE USED. BRAKES WERE APPLIED BUT AT 3000 FT DOWN THE RWY THE PLT REALIZED HE WOULD BE UNABLE TO STOP THE ACFT BEFORE IT COLLIDED WITH A DEEP DITCH AT THE END OF THE RWY. AN INTENTIONAL GROUND LOOP WAS ATTEMPTED AND THE ACFT STRUCK A FIRE BUCKET AND UTILITY TRAILER BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 1061

6/22/84

SUMMERVILLE, SC

A/C Reg. No. N7339J

Time (Lc1) - 1100 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - WET
 4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1088

6/25/84

PHILIP,SD

A/C Reg. No. N9952J

Time (Lcl) - 1300 MDT

-----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 -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA T188C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4400

No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-T

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- 160/009 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

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

OASIS RANCH

Runway Ident - 32

Runway Lth/Wid - 2500/ 25

Runway Surface - GRASS/TURF

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3058

Make/Model- 365

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 136

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST CONTROL OF THE ACFT DURING TAKEOFF GROUND RUN WHEN HIS VISION WAS OBSCURED BY WATER WHICH WAS SPRAYED ON THE WINDSHIELD FROM A LIGHT RAIN SHOWER.

Brief of Accident (Continued)

File No. - 1088

6/25/84

PHILIP,SD

A/C Reg. No. N9952J

Time (Lcl) - 1300 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - RAIN
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - CROP
-

-----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. - 1094 6/23/84 LOUDON, TN A/C Reg. No. N700H Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
Type of Operation -PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During -CRUISE	IN FLIGHT	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - NORTH AMERICAN T-28	Eng Make/Model - WRIGHT R-1820-86A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 10500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KNOXVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2400 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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4338
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model- 175
HELICOPTER , GLIDER	Aircraft Type - LU-24	Instrument- 293
		Multi-Eng - 1872
		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 HEARD A LOUD BANG IN THE ACFT ENG & IT LOST PWR & STARTED EMMITTING SMOKE. DURING A FORCED LANDING, THE ACFT WENT THRU 4 FENCES & HIT A DITCH, AND THE NOSE GEAR COLLAPSED. A FIRE, WHICH STARTED IN FLT, DESTROYED THE COCKPIT AFTER THE 2 OCCUPANTS EXITED THE ACFT. AN INSPECTION OF THE ENG REVEALED THAT THE FRONT CRANKCASE HOUSING HAD SEPARATED FROM THE ENG.

Brief of Accident (Continued)

File No. - 1094

6/23/84

LOUDON, TN

A/C Reg. No. N700H

Time (Lc1) - 1500 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKCASE - FAILURE, TOTAL

Occurrence #2 FIRE
Phase of Operation CRUISE

Finding(s)

2. FUSELAGE, CREW COMPARTMENT - FIRE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

Occurrence #5 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #6 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1125

7/01/84

TULLAHOMA, TN

A/C Reg. No. NONE

Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 103				
Accident Occurred During	-DESCENT				

DESTROYED

Fire

Crew

1

0

0

0

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - RITZ A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ZENOAH 250
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 22 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- 010/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 30000 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

Airport Proximity
ON AIRPORT

Airport Data

TULLAHOMA
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - 68
Biennial Flight Review
Current - NO
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT HAD BEEN FLOWN FOR 4 FTLS AND THE PLT UPON LANDING MENTIONED A POSSIBLE CONTROL PROBLEM WITH THE OWNER AND BUILDER. THE BUILDER THEN TOOK THE VEHICLE UP TO SHOW HOW FAST IT WOULD GO. AFTER ABOUT 30 MINUTES OF FLT HE DOVE AT THE RWY IN A FULL POWER SHALLOW DIVE AND ENTERED A LEFT TURN AT ABOUT 30 FT AGL. THE RIGHT AILERON WAS SEEN FLUTTERING BY A WITNESS JUST BEFORE THE RIGHT WING MOVED. A FEW SECONDS LATER, THE LEFT WING SEPARATED FROM THE AIRFRAME. THE ACFT CRASHED NOSE FIRST AND BOUNCED ABOUT 40 FT FROM THE INITIAL IMPACT POINT ON THE RWY.

Brief of Accident (Continued)

File No. - 1125

7/01/84

TULLAHOMA, TN

A/C Reg. No. NONE

Time (Lc1) - 1845 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT CONTROL, AILERON - FLUTTER
 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL
 4. WING - SEPARATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1040

7/21/84

GAINESBORO, TN

A/C Reg. No. N18355

Time (Lc1) - 1640 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
ON GROUND	Pass	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

-----Aircraft Information-----

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
GAINESBORO, TN
Destination
NASHVILLE, TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 330/009 KTS
Visibility - 10.0 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
NONE

Age - 28
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	- 124	Last 24 Hrs -	0
Make/Model-	55	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A STATIC WIRE WHILE FLYING ALONG A RIVER. THE COLLISION OCCURRED AT 350 FT AGL ABOUT 5 MILES NE OF THE ARPT. THE LEFT WING HIT THE WIRE WHICH CUT INTO THE WING AND PENETRATED A FUEL CELL. FUEL ESCAPED FROM THIS CELL AND WHEN THE ACFT LANDED AT THE ARPT THE FUEL IGNITED. THE FIRE WAS PUT OUT BY FIRE FIGHTERS. THE PLT SAID HE DID NOT SEE THE WIRES UNTIL JUST BEFORE IMPACT.

Brief of Accident (Continued)

File No. - 1040

7/21/84

GAINESBORO, TN

A/C Reg. No. N18355

Time (Lcl) - 1640 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, STATIC
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. WING - FIRE

-----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. - 1008 1/27/84 FRITCH, TX

A/C Reg. No. N3829D

Time (Lc1) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-MANEUVERING				
Fire	UNK/NR	Crew	1	0	0
		Pass	1	0	0

-----Aircraft Information-----

Make/Model - BEECH 77
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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
AMARILLO, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 230/016 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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 - 25

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 270	Last 24 Hrs	- UNK/NR
Make/Model	- 5	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED ON 1/27/84 AND FAILED TO RETURN FROM A 2 HOUR LOCAL FLT. TIME OF DEPARTURE WAS 1330 CST. ON 1/28/84, A FISHERMAN ON LAKE MEREDITH FOUND AN ACFT WHEEL FLOATING IN THE WATER. THIS WHEEL WAS LATER FOUND TO HAVE THE SAME PART NUMBERS AND PAINT AS THE MISSING ACFT. ON 1/29/84, A JACKET WAS FOUND FLOATING IN THE LAKE NEAR WHERE THE WHEEL WAS ORIGINALLY SIGHTED. THE PLT OWNED A SIMILIAR JACKET. SEARCH EFFECTS AND DIVE TEAMS WERE USED FROM 1/28 TO 2/2 WITHOUT SUCCESS. THERE WERE NO KNOWN WITNESSES TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1008

1/27/84

FRITCH, TX

A/C Reg. No. N3829D

Time (Lcl) - 1530 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1069 2/22/84 BOY'S RANCH, TX A/C Reg. No. N150N Time (Lcl) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire 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 - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 260/016 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
PERRYTON, TX
Destination
BOYS RANCH, TX

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)
STUDENT

Age - 41
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 26
Last 24 Hrs - UNK/NR
Make/Model- 13
Last 30 Days- UNK/NR
Instrument- 2
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ATTEMPTING TO LAND ON A FRESHLY GRADED ROAD. SHORTLY AFTER TOUCHDOWN THE NOSE WHEEL HIT A LARGE ROCK AND SHEARED OFF.

Brief of Accident (Continued)

File No. - 1069

2/22/84

BOY'S RANCH, TX

A/C Reg. No. N150N

Time (Lc1) - 1215 CST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1070 2/25/84 ALIEF, TX A/C Reg. No. N4903M Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CHANCE VOUGHT F4U-5	Eng Make/Model - P&W R-2800-32W	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 13297	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 2300 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	ADDICKS, TX	
Wind Dir/Speed- 140/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4800 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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2200
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 255
		Multi-Eng - 650
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE AIRCRAFT EXPERIENCED A POWER LOSS. THE PILOT ATTEMPTED TO LAND IN AN AREA OF NEW RESIDENTIAL CONSTRUCTION AND WAS FORCED TO DIVE UNDER POWER LINES, THE AIRCRAFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE AND SLID TO A STOP IN LESS THAN 75 FT. THE AIRCRAFT WAS DESTROYED BY A POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 1070

2/25/84

ALIEF, TX

A/C Reg. No. N4903M

Time (Lc1) - 1600 CST

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 DESCENT - EMERGENCY

Finding(s)
2. TERRAIN CONDITION - GROUND
3. DESCENT - EXCESSIVE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1068

2/29/84

LONGVIEW, TX

A/C Reg. No. N1791W

Time (Lcl) - 2041 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -MID AMERICA AIRWAYS INC
Type of Operation -NON SCHED,DOMESTIC,CARGO-
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	1	0

-----Aircraft Information-----

Make/Model - BEECH E-55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 170/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
TYLER, TX

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 - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2009
Make/Model- 30
Instrument- 14
Multi-Eng - 339
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE LEFT ENGINE CEASED OPERATING. A SHALLOW TURN BACK TO THE AIRPORT WAS BEING MADE WHEN THE RIGHT ENGINE CEASED OPERATING. A FIELD WAS CHOSEN FOR A FORCED LANDING AND AT TOUCHDOWN A HARD LANDING OCCURRED. INVESTIGATION REVEALED THAT THE PILOT TOOK OFF ON THE AUXILIARY FUEL TANKS. THE RIGHT AND LEFT AUXILIARY FUEL TANKS CONTAINED 1 1/2 GALLONS AND 3 GALLONS RESPECTIVELY. NO FUEL WAS FOUND IN EITHER ENGINES FUEL SYSTEM. THE RIGHT AND LEFT MAIN FUEL TANKS CONTAINED 29 AND 24 GALLONS OF FUEL RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1068

2/29/84

LONGVIEW, TX

A/C Reg. No. N1791W

Time (Lcl) - 2041 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1007 3/04/84 LAMPASAS, TX A/C Reg. No. N471 Time (Lcl) - 1533 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -BRANIFF INC.	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	1	3
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	40
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - BOEING 727-200	Eng Make/Model - P&W JT8D-9A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 172600	Engine Type - TURBOJET	
No. of Seats - UNK/NR	Rated Power - 14500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	SAN ANTONIO, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DALLAS/FT WORTH, TX	Runway Ident - N/A
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 3800 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 3800 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 22180
SE LAND, ME LAND	Months Since - 2	Make/Model- 9000
	Aircraft Type - 727-200	Instrument- 900
		Last 24 Hrs - 7
		Last 30 Days- 16
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN RECEIVED A COMPANY BRIEFING PRIOR TO THE FLT. A CONVECTIVE SIGMET WAS IN EFFECT & TURBULENCE WAS FORCAST FOR THE AREA. DURING FLT, THE ACFT WAS MANUEVERED TO AVOID TURBULENCE. THE ACFT WAS CLEAR OF CLOUDS & IN A THIN HAZE LAYER WHEN THE CREW FELT A LIGHT BUMP. THE SEAT BELT SIGN WAS TURNED ON, THE AUTOPLT WAS DISENGAGED & THE THROTTLES WERE RETARDED. HOWEVER, WITHIN SECONDS, THE ACFT WAS SUBJECTED TO NEGATIVE "G" LOADING. THE FLT ATTENDANTS WERE COMPLETING A BEVERAGE SERVICE & DID NOT HAVE TIME TO "STRAP IN." ONE FLT ATTENDANT WAS SERIOUSLY INJURED & 3 OTHERS RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 1007

3/04/84

LAMPASAS, TX

A/C Reg. No. N471

Time (Lc1) - 1533 CST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. SEAT BELT SIGN - DELAYED - PILOT IN COMMAND
 2. WEATHER CONDITION - TURBULENCE, CLEAR AIR
 3. SEAT BELT - NOT USED - FLIGHT ATTENDANT
-

----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. - 1063

3/06/84

LA MESA, TX

A/C Reg. No. N57584

Time (Lcl) - 1630 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

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - PIPER PA-36
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000

Make/Model- 1100

Instrument- 27

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF FOR AN AERIAL APPLICATION FLIGHT A PARTIAL LOSS OF POWER OCCURRED. A HARD FORCED LANDING WAS MADE IN AN OPEN FIELD WHICH RESULTED IN BOTH MAIN GEARS COLLAPSING. INSPECTION OF THE ENGINE REVEALED BOTH MAGNETO DISTRIBUTOR BLOCKS WERE CRACKED AND EVIDENCE OF CARBON STREAKING WAS FOUND ON THE MAGNETO LEADS.

Brief of Accident (Continued)

File No. - 1063

3/06/84

LA MESA, TX

A/C Reg. No. N57584

Time (Lcl) - 1630 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1130 3/08/84 HUNTINGTON, TX A/C Reg. No. NONE Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MXL	Eng Make/Model - ROTEX 377	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 30 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 310/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 27750
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 3
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE SEVERAL TOUCH AND GO LANDINGS IN HIS NEWLY ACQUIRED ULTRA LIGHT VEHICLE. ON A SUBSEQUENT FLT AT ABOUT 75 FT AGL, THE OUTBOARD PORTION OF THE LEFT WING FOLDED UPWARD ABOUT 90 DEGREES. THE VEHICLE STARTED TO ROLL INVERTED AND THE PLT USED FULL RUDDER AND POWER WHICH STOPPED THE ROLL, BUT THE VEHICLE STILL TURNED LEFT AND DESCENDED. THE PLT CUT THE POWER AT 15 FT AGL. THE VEHICLE HIT LEFT WING LOW, NOSE LOW AND BOUNCED ABOUT 30 FT BEFORE STOPPING. THE WING FAILURE WAS DETERMINED TO BE FROM OVERLOAD BY AN NTSB METALLURGIST. THERE WERE RUB MARKS ON THE LEFT WING TIP OF AN UNDETERMINED NATURE.

Brief of Accident (Continued)

File No. - 1130

3/08/84

HUNTINGTON, TX

A/C Reg. No. NONE

Time (Lc1) - 1730 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WING, SPAR - FAILURE, TOTAL
 2. WING, SPAR - OVERLOAD
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1067 3/11/84 SMITHVILLE, TX A/C Reg. No. N9460L Time (Lcl) - 1820 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - AMERICAN AVIATION AA-1A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 120/009 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - RAIN SHOWERS
Condition of Light - DUSK

Itinerary

Last Departure Point
CALDWELL, TX
Destination
SAN ANTONIO, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY 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 - 50

Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 769	Last 24 Hrs	- 7
Make/Model-	662	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	31

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT NON-INSTRUMENT PLT RECEIVED TWO WX BRIEFINGS FOR HIS ROUTE OF FLT FROM MADISON, MS, TO LUFKIN, TX, TO COLLEGE STATION, TX, TO SAN ANTONIO, TX. THE LAST BRIEFING FROM COLLEGE STATION FSS INFORMED THE PLT THAT MARGINAL VFR CONDITIONS EXISTED ALONG THE ROUTE AND SAN ANTONIO WAS REPORTED IFR. THE PLT DEPARTED COLLEGE STATION AND REPORTED THAT WHEN NEAR LOCKHART, TX, A DESCENT TO 1500 FT MSL WAS PERFORMED TO MAINTAIN IN VMC. WHEN ATTEMPTS TO CONTACT AUSTIN APCH FAILED THE PLT TURNED AROUND TO PROCEED TO SMITHVILLE, TX, AND SAID HE OVER COMPENSATED FOR THE X-WIND AND BECAME DISORIENTED. AFTER FLYING AROUND FOR SOMETIME IT BEGAN TO GET DARK SO THE PLT DECIDED TO LAND ON A ROAD. DURING THE LANDING ROLL A GUST OF WIND CAUGHT THE ACFT AND THE LEFT WING CONTACTED A FENCE.

Brief of Accident (Continued)

File No. - 1067

3/11/84

SMITHVILLE, TX

A/C Reg. No. N9460L

Time (Lc1) - 1820 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - .NORMAL

Finding(s)

1. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. BECAME LOST/DISORIENTED

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - GUSTS
8. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,8

Factor(s) relating to this accident is/are finding(s) 3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1065

3/11/84

KINGSVILLE, TX

A/C Reg. No. N3337J

Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150G
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- 150/005 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
BISHOP, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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 - 54

Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	700
Make/Model-	700
Instrument-	5
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING OVER A WATER BASIN THE PLT AND PAX BOTH STATED THEY FELT AN UPDRAFT. THEY SAID THAT THEY NEXT REMEMBER CLIMBING OUT OF THE ACFT WHICH WAS INVERTED AND UNDER WATER.

Brief of Accident (Continued)

File No. - 1065

3/11/84

KINGSVILLE, TX

A/C Reg. No. N3337J

Time (Lc1) - 1045 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1075

3/12/84

STAMFORD, TX

A/C Reg. No. N6794E

Time (Lc1) - 1750 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew	0	0	0
		Pass	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/003 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
STAMFORD, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

ARLEDGE
Runway Ident - 35
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38

Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	70
Make/Model-	10
Instrument-	1
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN NOSE WHEEL 1ST ON THE 3200 FT X 60 FT ASPHALT RWY. AS THE PLT ATTEMPTED TO HOLD THE ACFT ON THE SURFACE, DIRECTIONAL CONTROL WAS LOST & THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY, ROLLING INTO A MUDDY FIELD. THE NOSE WHEEL DUG INTO THE MUD CAUSING THE ACFT TO NOSE OVER.

Brief of Accident (Continued)

File No. - 1075

3/12/84

STAMFORD, TX

A/C Reg. No. N6794E

Time (Lc1) - 1750 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 1099 3/14/84 HOUSTON, TX

A/C Reg. No. N54647

Time (Lcl) - 0023 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	1	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-O2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 110/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DALLAS, TX
Destination
HOUSTON, TX

Airport Proximity
ON AIRPORT

Airport Data

HOUSTON INTERNATIONAL
Runway Ident - 08
Runway Lth/Wid - 9400/ 150
Runway Surface - CONCRETE
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMplete

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 123	Last 24 Hrs -	5
Make/Model-	13	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT DEPARTED DALLAS, TX, AND WAS ON A VFR FLIGHT PLAN TO HOUSTON GULF PORT ARPT. UNABLE TO LAND THERE DUE TO WX, THE PLT REQUESTED ATC VECTORS TO HOUSTON INTERCONTINENTAL (IAH). IAH ATC GAVE THE PLT VECTORS FOR AN ILS APCH TO RWY 08. THE PLT FLEW THE ILS APCH WITHOUT THE APCH CHARTS & CRASHED PAST THE END OF THE RWY DURING THE ATTEMPTED MISSED APCH.

Brief of Accident (Continued)

File No. - 1099

3/14/84

HOUSTON, TX

A/C Reg. No. N54647

Time (Lcl) - 0023 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. LIGHT CONDITION - DARK NIGHT
6. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
8. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
9. RADAR ASSISTANCE TO VFR AIRCRAFT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

10. IFR PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
11. MISSED APPROACH - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1012 3/20/84 KERRVILLE, TX A/C Reg. No. N125RM Time (Lcl) - 1845 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
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 - ROBERT MCDONNELL KR-2	Eng Make/Model - VOLKSWAGEN 1678CC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 50 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KERRVILLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
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 - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 864
SE LAND	Months Since - 23	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 89
		Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT/BUILDER OF THE HOME BUILT ACFT ACCELERATION WAS NOT UP TO PAR DURING THE TAKOFF ROLL. TAKEOFF WAS CONTINUED AND INITIAL CLIMB WAS POOR. A DOWNWIND TURN WAS INITIATED AT ABOUT 100 FT AGL. DURING THE TURN THE PLT NOTICED A STRIP OF TAPE ON TOP OF THE RIGHT WING COMING LOOSE. THIS TAPE COVERS THE DETACH POINT OF THE DETACHABLE WINGS. THE PLT WAS NOT ABLE TO MAINTAIN ALT AND IN LOOKING FOR A LANDING SPOT COLLIDED WITH A TREE. THE ACFT SLEWED ABOUT AND CAME TO REST IN A FIELD. THE PLT BLAMED THE ACCIDENT ON A LESS THAN ADEQUATE ENGINE AND THE ADDED DRAG OF THE LOOSE TAPE.

Brief of Accident (Continued)

File No. - 1012

3/20/84

KERRVILLE, TX

A/C Reg. No. N125RM

Time (Lc1) - 1845 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. WING, SKIN - LOOSE
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - TREE(S)
7. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

9. TERRAIN CONDITION - TREE(S)
10. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,7,8,10

Factor(s) relating to this accident is/are finding(s) 4,6,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1103 3/25/84 BRYAN, TX

A/C Reg. No. N6494K

Time (Lcl) - 1955 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 22000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DUNCAN, OK
Destination
SAME AS ACC/INC

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 - 22
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 81	Last 24 Hrs -	3
Make/Model-	33	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER FROM FUEL EXHAUSTION BEFORE THE PLT REACHED HIS FINAL DESTINATION. DURING A SUBSEQUENT EMERGENCY LANDING AT NIGHT THE ACFT COLLIDED WITH A FENCE AS IT WAS TOUCHING DOWN. THE PLT STATED THAT HE ESTIMATED THERE WAS 1.5 GALS OF USABLE FUEL ON BOARD WHEN THE ENG STOPPED & THAT THE FUEL GAGES INDICATED THAT THERE WAS ABOUT THAT MUCH REMAINING. THE PLT BELIEVED THAT USE OF THE SHOULDER HARNESSSES SPARED HIM & THE PASSENGER FROM INJURY. IN HIS WRITTEN STATEMENT, THE PLT RELATED THAT AN INTERMEDIATE STOP FOR FUEL WOULD HAVE COST "TOO MUCH IN TIME & MONEY" & HE SAW NO REASON TO TERMINATE THE FLT. HE OVERFLEW SEVERAL SUITABLE REFUELING POINTS IN ORDER TO REACH HIS DESTINATION NON-STOP.

Brief of Accident (Continued)

File No. - 1103

3/25/84

BRYAN, TX

A/C Reg. No. N6494K

Time (Lc1) - 1955 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 2. FLUID, FUEL - LOW LEVEL
 3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 4. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 5. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
 6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 7. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
 9. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1072 3/26/84 WEATHERFORD, TX A/C Reg. No. N2689F Time (Lc1) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182J	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<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- 210/010 KTS</p> <p>Visibility - 7.0 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 STEPHENVILLE, TX</p> <p>Destination WEATHERFORD, TX</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>PARKER COUNTY</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 2950/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 285
SE LAND	Months Since - 4	Make/Model- 51
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED LONG & FAST WITH A 10 KT TAILWIND. THE PILOT WAS UNABLE TO STOP THE ACFT ON THE REMAINING RWY & RAN OF OF THE END. THE LEFT BRAKE WAS FOUND INOP DUE TO A LACK OF BRAKE FLUID. THE ACFT WAS OBSERVED TO VEER TO THE RIGHT OF THE RWY PRIOR TO RUNNING OFF THE END. WINDS AT THE TIME OF THE ACCIDENT WERE FROM 210 DEGREES AT 10 KTS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 1072

3/26/84

WEATHERFORD, TX

A/C Reg. No. N2689F

Time (Lc1) - 1700 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
2. FLUID, HYDRAULIC - LACK OF
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. WEATHER CONDITION - TAILWIND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6

Factor(s) relating to this accident is/are finding(s) 2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1074 3/26/84 PEARLAND, TX A/C Reg. No. N8222S Time (Lcl) - 1415 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR-91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	0	1	
			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PEARLAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOUSTON, TX	PEARLAND
Wind Dir/Speed- 160/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 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 - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 5109
SE LAND	Months Since - 48	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 25
		Multi-Eng - 100
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 150 FEET AGL WHILE THE AIRCRAFT WAS CLIMBING. THE PILOT MADE AN EMERGENCY LANDING IN A FIELD 1/2 MILE FROM THE AIRPORT. THE ENGINE WAS LATER TEST RUN AND NO MALFUNCTIONS NOTED THAT WOULD ACCOUNT FOR THE POWER LOSS.

Brief of Accident (Continued)

File No. - 1074

3/26/84

PEARLAND, TX

A/C Reg. No. N8222S

Time (Lcl) - 1415 CST

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 - ROLL

Finding(s)
2. OBJECT - FENCE

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1010 3/27/84 HASKELL, TX A/C Reg. No. N8194E Time (Lc1) - 1345 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-32-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	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 - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ALTUS,OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HASKELL
Wind Dir/Speed- 270/030 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1600/ 40
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- DUST	FULL STOP	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 422
SE LAND	Months Since - 5	Make/Model- 182
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING AND SAID, "TODAY WAS NOT THE DAY TO GO", BUT LATER WENT. EN ROUTE WEATHER ENCOURAGED HIM TO LAND AT AN ARPT WITH A 1600 FT RWY WITH WINDS OF 30 KTS GUSTING TO 50 KTS, ACCORDING TO A WITNESS. THE PLT LANDED WITH NO FLAPS AND TOUCHED DOWN ABOUT 1/2 WAY DOWN THE RWY WITH EXCESSIVE AIRSPEED. THE ACFT BOUNCED AND SKIDDED UNTIL IT WENT OFF THE RWYS END INTO A DITCH. THE NOSE AND RIGHT MAIN GEAR COLLAPSED DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1010

3/27/84

HASKELL, TX

A/C Reg. No. N8194E

Time (Lcl) - 1345 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
6. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
8. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - COPILOT
10. AIRSPEED - IMPROPER - PILOT IN COMMAND
11. DISTANCE - MISJUDGED - PILOT IN COMMAND
12. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,8,9,10,11,12

Factor(s) relating to this accident is/are finding(s) 1,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1109

3/29/84

NEW BOSTON, TX

A/C Reg. No. N11273

Time (Lcl) - 0200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Injuries			None
	Fatal	Serious	Minor	
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - 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 - 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 - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LONGVIEW, TX
Destination
TEXARK, TX

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)
NONE

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	-	40	Last 24 Hrs -	3
Make/Model-	40		Last 30 Days-	3
Instrument-	0		Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-RATED PLT/OWNER WAS FLYING AT NIGHT WHEN HE NOTICED THAT THE FUEL QUANTITY WAS LOW. ABOUT 15 MINS LATER, THE ENG LOST POWER FROM FUEL EXHAUSTION. DURING AN EMERGENCY NIGHT LANDING, THE ACFT STRUCK SEVERAL TREE STUMPS & WAS DAMAGED. POLICE OFFICERS REPORTED FINDING SEVERAL EMPTY & FULL CANS OF BEER & A STRONG ODOR OF ALCOHOLIC BEVERAGE IN THE CABIN OF THE ACFT. DURING QUESTIONING, THE POLICE NOTICED THAT THE 2 OCCUPANTS APPEARED TO BE SLIGHTLY INTOXICATED. ALSO, A CONVENIENCE STORE EMPLOYEE NOTED THE SMELL OF ALCOHOL WHILE THE 2 OCCUPANTS WAS IN THE STORE. THE OWNER/PLT HAD PREVIOUSLY HAD A STUDENT LICENSE, BUT HAD NO CURRENT LICENSE OR MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 1109

3/29/84

NEW BOSTON, TX

A/C Reg. No. N11273

Time (Lc1) - 0200 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1056

3/30/84

EL PASO, TX

A/C Reg. No. N5039Q

Time (Lcl) - 1315 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - FERRY
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 - CESSNA 402B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 10

Eng Make/Model - CONTINENTAL TSIO-520-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 210/015 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
ROSWELL, NM
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

EL PASO INTL.
Runway Ident - 26R
Runway Lth/Wid - 5600/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1940	Last 24 Hrs	-	6
Make/Model	-	232	Last 30 Days	-	80
Instrument	-	103	Last 90 Days	-	251
Multi-Eng	-	360			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING GEAR EXTENSION IN PREPARATION FOR LANDING THE NOSE GEAR FAILED TO EXTEND FULLY EVEN THOUGH EMERGENCY GEAR EXTENSION PROCEDURES WERE PERFORMED. THE PLT STEERED THE ACFT OFF TO THE RIGHT OF THE RWY SHORTLY AFTER TOUCHDOWN. ACFT INSPECTION REVEALED A COLLAPSED NOSE GEAR STRUT WITH THE NOSE GEAR JAMMED IN THE RETRACT POSITION.

Brief of Accident (Continued)

File No. - 1056

3/30/84

EL PASO, TX

A/C Reg. No. N5039Q

Time (Lcl) - 1315 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - JAMMED
2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1073

3/31/84

PONDER, TX

A/C Reg. No. N419Q

Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - OWEN ROBERT R QUICKIE 2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - VOLKSWAGEN VW2100T
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 040/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2300 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DENTON, TX
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)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HAD A LOSS OF POWER & THE ACFT FLIPPED OVER DURING AN EMERGENCY LANDING IN A WHEAT FIELD. THE ACFT OWNER STATED THE LOSS OF POWER WAS BECAUSE OF FUEL MISMANAGEMENT.

Brief of Accident (Continued)

File No. - 1073

3/31/84

PONDER, TX

A/C Reg. No. N419Q

Time (Lc1) - 1600 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - CROP
 4. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1100

4/01/84

FORT WORTH, TX

A/C Reg. No. N26336

Time (Lcl) - 0950 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - AERONCA 7BCM
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-8FJ
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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- 080/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SYCAMORE
Runway Ident - 35
Runway Lth/Wid - 3450/ 25
Runway Surface - ASPHALT
Runway Status - DRY

-----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-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	665
Last 24 Hrs	1
Make/Model-	30
Instrument-	0
Last 30 Days-	UNK/NR
Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING LANDING ROLL & COLLIDED WITH 2 PARKED ACFT. THE PILOT STATED THAT IMMEDIATELY UPON RUNWAY CONTACT THE ACFT VEERED TO THE RIGHT TOWARD THE PARKED ACFT. HE APPLIED HALF THROTTLE & FULL LEFT RUDDER. DIRECTIONAL CONTROL WAS NOT REGAINED & THE THROTTLE WAS CLOSED JUST BEFORE IMPACT. POST ACCIDENT INVESTIGATION REVEALED NO MECHANICAL MALFUNCTIONS OF THE WHEEL BRAKES OR TAIL WHEEL ASSEMBLY.

Brief of Accident (Continued)

File No. - 1100

4/01/84

FORT WORTH, TX

A/C Reg. No. N26336

Time (Lcl) - 0950 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRCRAFT PARKED

-----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. - 1102 4/05/84 NOCONA, TX A/C Reg. No. N8843A Time (Lcl) - 0848 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries				
	SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH B35	Eng Make/Model - CONTINENTAL E-185-8	ELT Installed/Activated - YES/YES
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 - 196 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FORT WORTH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 31500	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 1200	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 11500	Last 90 Days- 1
		Multi-Eng - 23500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING THE ACFT AFTER IT HAD BEEN PARKED FOR ABOUT 8 MONTHS. THE ENG HAD BEEN CUTTING OUT DUE TO WATER IN THE TANKS, BUT HE THOUGHT THAT PROBLEM HAD BEEN CORRECTED. WHILE ON FINAL APCH TO LAND, THE ENG BEGAN MISSING & LOST POWER. THE PLT TURNED ON THE BOOST PUMP, BUT THIS HAD NO EFFECT. DURING A FORCED LANDING, THE ACFT COLLIDED WITH TREES SHORT OF THE RWY. THE PLT STATED THAT THERE WAS NO DOUBT THAT THE ENG LOST POWER DUE TO WATER IN THE FUEL.

Brief of Accident (Continued)

File No. - 1102

4/05/84

NOCONA, TX

A/C Reg. No. N8843A

Time (Lc1) - 0848 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - WATER
 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

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1085

4/11/84

BEAUMONT, TX

A/C Reg. No. N9978

Time (Lc1) - 0815 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Eng Make/Model - P&W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

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- 235/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BEAUMONT, 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

Age - 28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 561

Last 24 Hrs - 4

SE LAND

Months Since - 11

Make/Model- 282

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 76

Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED DURING A TURN AROUND BETWEEN SWATH RUNS. THE PILOT STATED THAT HE WAS UNABLE TO RECOVER BECAUSE THERE WAS NOT SUFFICIENT ALT.

Brief of Accident (Continued)

File No. - 1085

4/11/84

BEAUMONT, TX

A/C Reg. No. N9978

Time (Lc1) - 0815 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. TERRAIN CONDITION - GROUND

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)

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1101 4/15/84 GRANBURY, TX A/C Reg. No. N3050 Time (Lcl) - 1225 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 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- 320/025 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
STEPHENVILLE, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GRANBURY MUNI.
Runway Ident - 14
Runway Lth/Wid - 3600/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----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 - 816
Make/Model- 35
Instrument- 8
Multi-Eng - 308
Last 24 Hrs - 5
Last 30 Days- 5
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING A X-COUNTRY FLT, THE PLT LANDED AT STEPHENVILLE, TX, FOR FUEL, BUT WAS UNABLE TO PURCHASE ANY. THEREFORE, HE PROCEEDED TO GRANBURY, TX, FOR FUEL BEFORE CONTINUING TO CHATTANOOGA, TN. A WITNESS HEARD THE ACFT, THEN OBSERVED IT PORPOISING DOWN THE LAST THIRD OF THE RWY AT HIGH SPEED. HE REPORTED THAT THE PLT LOCKED THE BRAKES ABOUT 500 FT FROM THE END OF THE RWY. THE ACFT CONTINUED OFF THE END OF THE RWY & WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH THE OPPOSITE SIDE OF A WIDE DITCH. THE WITNESS ESTIMATED THAT THE WIND WAS FROM THE NORTHWEST AT 25 GUSTING 30 KTS. THE PLT HAD BEEN FLYING FOR MANY YEARS, BUT HAD ONLY A STUDENT CERTIFICATE. HE WAS NOT ENDORSED FOR SOLO X-COUNTRY FLT.

Brief of Accident (Continued)

File No. - 1101

4/15/84

GRANBURY, TX

A/C Reg. No. N3050

Time (Lc1) - 1225 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
7. DISTANCE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - MISJUDGED - PILOT IN COMMAND
9. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8,9

Factor(s) relating to this accident is/are finding(s) 3,4,6,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1124

4/21/84

LOCKHART, TX

A/C Reg. No. N4083

Time (Lcl) - 1547 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY M-18C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 850
No. of Seats - 1

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - 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 - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOCKHART, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

LOCKHART MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	211	Last 24 Hrs -	UNK/NR
Make/Model-	51		Last 30 Days-	UNK/NR
Instrument-	4		Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RELATED THAT THE ACFT WAS NOT PERFORMING WELL FROM THE INITIAL TAKEOFF ROLL. SINCE HE HAD ONLY PREVIOUSLY FLOWN THE ACFT IN WINTER MONTHS & THE TEMP WAS QUITE WARM, HE THOUGHT THE LACK OF PERFORMANCE WAS DUE TO THE TEMP. HE STAYED IN THE TRAFFIC PATTERN & MADE A TOUCH-&-GO LANDING. HE DID NOT USE THE CARB HEAT SINCE HE THOUGHT THE AIR WAS NOT CONDUCTIVE TO CARB ICE. AFTER THE TOUCH-&-GO, THE ENG WAS EVEN MORE SLUGGISH. ON DOWNWIND, HE NOTICED AN INDICATION OF ZERO OIL PRESSURE & ELECTED TO TURN DIRECTLY TO THE RWY FOR AN IMMEDIATE LANDING. HE DECIDED NOT TO EXTEND THE GEAR SO AS TO EXTEND HIS GLIDE & MINIMIZE DAMAGE. SUBSEQUENTLY, HE CONTACTED THE GROUND, LEFT WING 1ST, WHILE TRYING TO ALIGN THE ACFT WITH THE RWY. AN EXAM OF THE ENG REVEALED NO INDICATION OF INTERNAL FAILURE. APRX 2 QTS OF OIL WERE FOUND IN THE ENG & AN UNDETERMINED AMOUNT HAD DRAINED OUT AT THE CRASH SITE. THE TEMP & DEW POINT WERE 80 & 50 DEG. ACCORDING TO ICING PROBABILITY CHARTS CARB ICING WAS POSSIBLE AT OR BELOW RATED POWER. AUTOMOTIVE FUEL WAS USED.

Brief of Accident (Continued)

File No. - 1124

4/21/84

LOCKHART, TX

A/C Reg. No. N4083

Time (Lcl) - 1547 CST

Occurrence #1 LOSS OF POWER

Phase of Operation APPROACH

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING

Finding(s)

4. WHEELS UP LANDING - INITIATED - PILOT IN COMMAND
5. PROPER ALIGNMENT - ATTEMPTED - 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. - 1128 5/08/84 HORIZON CITY, TX A/C Reg. No. NONE Time (Lcl) - 1830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MITCHELL WING T-10R263	Eng Make/Model - KAWASAKI TA446A-C203	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 35 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- 130/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 13500
ME LAND	Months Since - 0	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT DEPARTED WEST TEXAS ARPT AT ABOUT 1700 MDT FOR A LOCAL INSTRUCTIONAL FLT WITH 2 PERSONS ON BOARD. IT WAS LAST SEEN FLYING AT ABOUT 1800 MDT A SHORT DISTANCE WEST OF THE ARPT. WHEN IT DID NOT RETURN AT 2100 MDT, THE ARPT MANAGER NOTIFIED THE LOCAL AUTHORITIES AND A SEARCH RESULTED IN THE U.S. BORDER PATROL FINDING THE ACFT WRECKAGE AT 2245 MDT. THE VEHICLE HAD CRASHED NOSE FIRST IN THE DESERT ABOUT 1 MILE FROM THE ARPT. NO FUEL WAS FOUND ON THE ACFT AND THERE WAS NO EVIDENCE OF LEAKAGE. THE ARPT MANAGER SAID THE VEHICLE WAS REFUELED A DAY BEFORE THE ACCIDENT FROM A 5 GALLON CAN. THE VEHICLE HAS A TOTAL ENDURANCE OF 3 HOURS AND 20 MINUTES WHEN FULL OF FUEL. THIS VEHICLE HAD BEEN FLOWN 3 TIMES SINCE REFUELING, THE LAST FLT LASTED AN HOUR OR MORE. AT THE ACCIDENT SCENE, THE WOODEN PROPELLER WAS UNDAMAGED AND NO PROPELLER STRIKES WERE NOTED ON THE VEHICLE STRUCTURE.

Brief of Accident (Continued)

File No. - 1128

5/08/84

HORIZON CITY, TX

A/C Reg. No. NONE

Time (Lcl) - 1830 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1039 10/28/84 LIPAN, TX

A/C Reg. No. N49475

Time (Lcl) - 1715 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	2	0
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/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- 34C/008 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

FORT WORTH, TX

Destination

EASTLAND, TX

Airport Proximity

ON AIRPORT

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - WET

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

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 542

Make/Model- 202

Instrument- 44

Multi-Eng - 17

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT EXPERIENCED A PARTIAL ENG FAILURE IN FLIGHT. DURING THE FORCED LANDING, THE NOSE GEAR DUG INTO TERRAIN AND THE ACFT FLIPPED OVER. INVESTIGATION REVEALED THAT THE NO. 3 CYL BARREL WAS CRACKED ABOUT 90% AROUND THE CIRCUMFERENCE. METALLURGICAL EXAMINATION REVEALED THAT CRACK HAD INITIATED IN FATIGUE DUE TO IMPROPER MACHINING OF THE BARREL TO COOLING FIN RADIUS DURING MANUFACTURE. IN ADDITION, CORROSION PITTING IN THE AREA OF THE FATIGUE ORIGIN AGGRAVATED THE ORIGINAL DEFECT.

Brief of Accident (Continued)

File No. - 1039

10/28/84

LIPAN, TX

A/C Reg. No. N49475

Time (Lc1) - 1715 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
 2. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
 3. ENGINE ASSEMBLY, CYLINDER - FATIGUE
 4. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WET
 6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - NONE SUITABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1084

1/22/84

HUNTINGTON,UT

A/C Reg. No. N500CN

Time (Lc1) - 1130 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	2	0	0
Pass	0	2	1	2

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4150
No. of Seats - 7

Eng Make/Model - ALLISON 250-C28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 500 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HUNTINGTON,UT
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
HELICOPTER ,GLIDER

Age - 33

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - 206L-1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	2713	Last 24 Hrs	-	1
Make/Model-	47		Last 30 Days-	UNK/NR	
Instrument-	110		Last 90 Days-	94	
Multi-Eng	-	306	Rotorcraft	-	252

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE IN A STABILIZED, OUT-OF-GROUND-EFFECT HOVER, AT ABOUT 300 FEET AGL, THE HELICOPTER STARTED AN UNCONTROLLABLE RIGHT TURN. THE PLT STATED THAT USING FULL LEFT PEDDLE HAD NO EFFECT ON STOPPING THE SPIN. AT THE ONSET OF THE SPIN, THE OCCUPANTS OF THE ACFT FELT A HIGH FREQUENCY VIBRATION. THE PLT STATED THAT HE REDUCED THE ROTOR RPM BY ROLLING OFF THE THROTTLE & LOWERED THE COLLECTIVE. THE HELICOPTER DESCENDED INTO TREES IN A RIGHT SPIN. THE PLT STATED THAT HE DID NOT BELIEVE THAT THERE WAS ANYTHING MECHANICALLY WRONG WITH THE ACFT. THE COPLT STATED THAT HE FELT THAT THEY HAD EXPERIENCED A LOSS OF TAILROTOR AUTHORITY. INVESTIGATION REVEALED NO MECHANICAL PROBLEMS WITH THE HELICOPTER. REVIEW OF HEIGHT-VELOCITY CHART FOR THE BELL 206L-1 INDICATED THAT A SUCCESSUL AUTO-ROTATION FROM HOVER A 300 FEET AGL IS NOT PROBABLE. THE ELEVATION OF THE CRASH SITE WAS APRX 6800 FT MSL.

Brief of Accident (Continued)

File No. - 1084

1/22/84

HUNTINGTON,UT

A/C Reg. No. N500CN

Time (Lcl) - 1130 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1025 2/22/84 SPANISH FORK,UT A/C Reg. No. N2691Z Time (Lcl) - 1800 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 185C	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROOSEVELT,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PROVO,UT	
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 1850
SE LAND	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - C-180	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IN SNOW AFTER THE ENGINE QUIT. THE PLT SAID THAT HE RAN OUT OF FUEL. THE PLT SAID HE DEPARTED ON THE 90 MILE X-COUNTRY WITH ABOUT 15 GALLONS OF FUEL ABOARD THE ACFT. THE ACFT WAS LANDED JUST SHORT OF THE DESTINATION ARPT.

Brief of Accident (Continued)

File No. - 1025

2/22/84

SPANISH FORK, UT

A/C Reg. No. N2691Z

Time (Lc1) - 1800 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1114 2/12/84 MASSIES MILL,VA A/C Reg. No. N8742Y Time (Lc1) - 2142 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-30-160
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 140/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
CONWAY,SC
Destination
BUTLER,PA

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 - 58

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4170	Last 24 Hrs -	2
Make/Model-	UNK/NR	Last 30 Days-	15
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PLT WAS PROGRESSING NORTHBOUND WHEN HE CONTACTED THE WASHINGTON FSS AT 2134 EST FOR UPDATED WX INFO. AT THAT TIME, HE DESCRIBED HIS POSITION AS NORTH OF LYNCHBURG, VA. THE FSS BRIEFER NOTED THAT HIS VOICE WAS NORMAL, HIS MANNER WAS CALM & PROFESSIONAL & THERE WAS NO HINT OF ANYTHING UNUSUAL. ABOUT 8 MINUTES LATER, THE ACFT HIT TREES & TERRAIN ON A SADDLE BETWEEN 2 MOUNTAIN PEAKS, ON THE APPALACHIAN TRAIL. INITIAL IMPACT OCCURRED IN LEVEL FLT ON A HEADING OF 190 DEG. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT/MECHANICAL FAILURE OR MALFUNCTION. RADAR DATA SHOWED A PROBABLE TRACK FOR THE ACFT. THE TRACK PROGRESSED NORTHBOUND (354 DEG) AT 4400 TO 4500 FT MSL UNTIL PASSING ABEAM MONTEBELLO VOR AT APRX 2138:30 EST, JUST AFTER THE PLT ENDED HIS RADIO CALL TO THE FSS. THE ACFT THEN TURNED RIGHT TO ABOUT 170 DEG & DESCENDED TO 3700 & SLOWED FROM 180 KTS TO 138 KTS. AFTER FLYING NEAR OR OVER THE WINTERGREEN SKI AREA, WHERE NIGHT SKIING WAS IN PROGRESS, THE ACFT CRASHED AT AN ELEVATION OF APROX 3700 FT.

Brief of Accident (Continued)

File No. - 1114

2/12/84

MASSIES MILL,VA

A/C Reg. No. N8742Y

Time (Lc1) - 2142 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. DESCENT - PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. TERRAIN CONDITION - HIGH TERRAIN
 6. TERRAIN CONDITION - RISING
 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1160 5/02/84 DUMMERSTON, VT A/C Reg. No. N90426 Time (Lc1) - 1700 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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CONSOLIDATED VULTEE L-13A	Eng Make/Model	- LYCOMING R-680-E3B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	GRANVILLE, NY	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	MOORES
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 36
Lowest Sky/Clouds	Type of Clearance	- 1800 -UNK/NR
Lowest Ceiling	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- TRAFFIC PATTERN	Runway Status
Precipitation	FULL STOP	- DRY
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 1	Make/Model
HELICOPTER	Aircraft Type	- UNK/NR	Instrument
			41
			Last 24 Hrs
			- 0
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT LANDED TO THE SOUTH ON A TURF RWY. HE STATED THAT AFTER A NORMAL APCH & TOUCHDOWN, THE ACFT ENCOUNTERED A GUST OF WIND, PRESUMABLY FROM THE NORTHWEST & THE ACFT NOSED OVER. ALSO, IN AN ACCIDENT REPORT, HE REPORTED THE WIND WAS FROM THE WEST/SOUTHWEST AT 15 KTS GUSTING TO 22 KTS.

Brief of Accident (Continued)

File No. - 1160

5/02/84

DUMMERSTON,VT

A/C Reg. No. N90426

Time (Lc1) - 1700 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - GUSTS
 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

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. - 1051 4/28/84 TOUTLE, WA A/C Reg. No. N779FA Time (Lc1) - 1630 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - POSITIONING	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 - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAMP BAKER, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPIRIT LAKE, WA	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4912
SE LAND,ME LAND	Months Since - 3	Make/Model- 2510
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 41
		Multi-Eng - 111
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - 3465

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS OPERATING HELICOPTER AT 120 FT AGL WITH THE AUX FUEL PUMP ON WHEN A TTL LOSS OF PWR OCCURRED. AUTOROTATION WAS ENTERED BUT A HARD LANDING RESULTED IN THE MAIN ROTOR BLADES CUTTING OFF THE TAIL BOOM. INVESTIGATION REVEALED A FUEL SAMPLE TAKEN FROM THE ENGINE FUEL PUMP FILTER CHAMBER CONTAINED SEVERAL DIFFERENT TYPES OF CONTAMINATION PARTICLES. SOME OF WHICH WERE FROM A DETERIORATING FUEL PUMP BUSHING.

Brief of Accident (Continued)

File No. - 1051

4/28/84

TOUTLE,WA

A/C Reg. No. N779FA

Time (Lc1) - 1630 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. FUEL SYSTEM,PUMP - DETERIORATED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1044 5/24/84 FALL CITY, WA A/C Reg. No. N6136B Time (Lcl) - 1830 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-12C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SEATTLE, WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FALL CITY, WA	CAMBELL FIELD
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 25
Lowest Sky/Clouds - 4500 FT	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 4500 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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 11
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED AT AN ARPT WITH A NARROW 25 FT RWY WITH TALL GRASS ON EITHER SIDE AND PARTIALLY UNSURFACED. THE STUDENT PLT SAID HE WAS BLOWN OFF CENTER LINE BY A X-WIND INTO THE TALL GRASS. AS THE ACFT SLOWED THE NOSE WHEEL SUNK IN THE SOFT TERRAIN AND THE ACFT SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 1044

5/24/84

FALL CITY, WA

A/C Reg. No. N6136B

Time (Lc1) - 1830 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - SOFT
10. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,6,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1048 6/14/84 BUENA,WA A/C Reg. No. N11VH Time (Lcl) - 1345 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 47G2A	Eng Make/Model	- LYCOMING VO-435-A1E	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2850	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 240 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BUENA,WA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	BUENA,WA	
Wind Dir/Speed	- 250/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 60.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 4672
SE LAND,ME LAND	Months Since - 1	Make/Model	- 1620
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 91
		Multi-Eng	- 55
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 75
		Rotorcraft	- 4600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MAIN ROTOR BLADES CONTACTED A WIND MACHINE DURING AN AERIAL APPLICATION FLT. HELICOPTER SETTLED INTO TREES AND ROLLED OVER. PLT SAID HE KNEW THE MACHINE WAS THERE BUT HAD FORGOTTEN.

Brief of Accident (Continued)

File No. - 1048

6/14/84

BUENA,WA

A/C Reg. No. N11VH

Time (Lc1) - 1345 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 ROLL OVER
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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1018 6/23/84 FALL CITY,WA A/C Reg. No. N3184V Time (Lcl) - 1650 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
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TACOMA,WA
Destination
FALL CITY,WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 211	Last 24 Hrs	- UNK/NR
Make/Model-	105	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS APPROACHING A STRANGE ARPT WITH A RWY ELEVATION OF 140 FT AND SURROUNDING TERRAIN OF 1000 TO 3000 FT. THE PLT SAID AS HE APPROACHED THE THRESHOLD HE FELT THE ACFT WAS TOO HIGH SO HE EXECUTED A GO-AROUND. WITH THE FLAPS AT 20 DEGREES HE SAID HIS CLIMB RATE WAS ONLY 200 FPM. AFTER REACHING 1000 FT MSL HE DECIDED THAT THE ACFT WOULD NOT CLEAR THE TREES SO "HE SHUT THE ACFT DOWN" AND CRASH LANDED IN SOME SMALL TREES. THE DENSITY ATL WAS COMPUTED AS BEING 2000 FT. HE RECOMMENDED A LONGER LOWER APCH TO THE ARPT OR AN ACFT CAPABLE OF A GREATER RATE OF CLIMB. THE ACFT ENGINE WAS CHECKED AND FOUND TO BE WITHIN NORMAL OPERATING LIMITS.

Brief of Accident (Continued)

File No. - 1018

6/23/84

FALL CITY,WA

A/C Reg. No. N3184V

Time (Lcl) - 1650 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
7. PLANNED APPROACH - POOR - PILOT IN COMMAND
8. GO-AROUND - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1014

7/03/84

EPHRATA,WA

A/C Reg. No. N20UZ

Time (Lc1) - 1400 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire

NONE

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-20

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - HULL

Number Engines - N/A

Stall Warning System - UNK/NR

Max Gross Wt - 660

Engine Type - N/A

No. of Seats - 1

Rated Power - N/A

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 180/008 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 25000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EPHRATA,WA

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,COMMERCIAL,CFI

SE LAND

GLIDER

Age - 32

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 876 Last 24 Hrs - 2

Make/Model- 156 Last 30 Days- UNK/NR

Instrument- 12 Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE TWO GLIDERS COLLIDED WHILE THERMALING IN VICINITY OF EACH OTHER WHILE ENGAGED IN A CONTEST. ACCORDING TO THE PLTS THEY LOST SIGHT OF EACH OTHER WHILE SPIRALING IN THE LIFT. BOTH ACFT LANDED SAFELY. THE COLLISION WAS NOSE TO TAIL.

Brief of Accident (Continued)

File No. - 1014

7/03/84

EPHRATA,WA

A/C Reg. No. N20UZ

Time (Lcl) - 1400 PDT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1014 7/03/84 EPHRATA,WA A/C Reg. No. N22HL 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 -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	1

-----Aircraft Information-----

Make/Model	- APPLEBAY SAILPLANES ZUNI II	Eng Make/Model	- N/A
Landing Gear	- HULL	Number Engines	- N/A
Max Gross Wt	- 1500	Engine Type	- N/A
No. of Seats	- 1	Rated Power	- N/A

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- 180/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EPHRATA,WA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
GLIDER

Age - 42
Biennial Flight Review
Current - NO
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4750 Last 24 Hrs - 8
Make/Model- 750 Last 30 Days- UNK/NR
Instrument- 126 Last 90 Days- 102
Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO GLIDERS COLLIDED WHILE THERMALING IN VICINITY OF EACH OTHER WHILE ENGAGED IN A CONTEST. ACCORDING TO THE PLTS THEY LOST SIGHT OF EACH OTHER WHILE SPIRALING IN THE LIFT. BOTH ACFT LANDED SAFELY. THE COLLISION WAS NOSE TO TAIL.

Brief of Accident (Continued)

File No. - 1014

7/03/84

EPHRATA,WA

A/C Reg. No. N22HL

Time (Lc1) - 1400 PDT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1045 7/11/84 CASTLE ROCK,WA A/C Reg. No. N932E Time (Lcl) - 1616 PDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-HAWKINS CORP	DESTROYED					
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	0	Serious	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	1
Accident Occurred During	-LANDING			0	0	None	0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 680T	Eng Make/Model	- AIRESEARCH TPE 331-43	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9450	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 575 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SEATTLE,WA
Completeness	- N/A	Destination
Basic Weather	- VMC	HILLSBORO,OR
Wind Dir/Speed	- UNK/NR	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- SCATTERED	- IFR
Lowest Ceiling	- OVERCAST	Type of Clearance
Obstructions to Vision	- NONE	- IFR
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FORCED LANDING

-----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 - 5000	Last 24 Hrs - 7
SE LAND,ME LAND	Months Since - 6	Make/Model - 75	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) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A X-COUNTRY TRIP. ON PREVIOUS FLTS OVER THE SAME ROUTE, 2 REFUELING STOPS WERE MADE. DURING THIS TRIP, NO REFUELING WAS ACCOMPLISHED, & WHILE EN ROUTE; THE LOW FUEL WARNING LIGHT CAME ON. THE PLT DECLARED AN EMERGENCY & WAS VECTORED & ASSIGNED THE LOWEST POSSIBLE IFR ALT. SHORTLY THEREAFTER, BOTH ENGINES QUIT. WHEN HE ENQUIRED ABOUT NEARBY ARPTS, THE PLT WAS TOLD THERE WERE NONE AND ADVISED TO FIND A ROAD OR SUITABLE AREA TO LAND. THE PLT OVERSHOT A ROAD AFTER FEATHERING BOTH ENGINES AND CRASHED ON AN EMBANKMENT. THERE WAS NO SMELL OF FUEL AT THE SCENE OF THE CRASH. BOTH PROPS WERE IN THE FEATHERED POSITION.

Brief of Accident (Continued)

File No. - 1045

7/11/84

CASTLE ROCK,WA

A/C Reg. No. N932E

Time (Lcl) - 1616 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION
8. TERRAIN CONDITION - UPHILL
9. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1173

4/01/84

DEHAVAN,WI

A/C Reg. No. N7389V

Time (Lcl) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 17-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 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
BLOOMINGTON,IL
Destination
DEHAVAN,WI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAKE LAWN
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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	500	Last 24 Hrs -	4
Make/Model-	30		Last 30 Days-	UNK/NR
Instrument-	95		Last 90 Days-	20
Multi-Eng -	20			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE WAS DESCENDING FROM 3500 FT MSL TO TRAFFIC PATTERN ALT (2000 FT MSL), HE SWITCHED THE FUEL SELECTOR FROM THE LEFT FUEL TANK TO THE RIGHT TANK. UPON ENTERING THE TRAFFIC PATTERN, HE MADE HIS PRELANDING CHECKS. WHEN HE ADVANCED THE MIXTURE, THE ENG QUIT. SUBSEQUENTLY, HE MADE A FORCED LANDING IN A MUDDY FIELD WHERE THE GEAR COLLAPSED. THE LEFT FUEL TANK WAS FOUND TO BE EMPTY, BUT THE RIGHT FUEL TANK HAD 12 GALS REMAINING.

Brief of Accident (Continued)

File No. - 1173

4/01/84

DELAVAL, WI

A/C Reg. No. N7389V

Time (Lcl) - 1645 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1052 4/26/84 BLOOMER,WI A/C Reg. No. N30609 Time (Lcl) - 2045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Crew	0	0	1	0
Accident Occurred During	-LANDING	Pass	0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 177A	Eng Make/Model	- LYCOMING O-360-A2F	ELT Installed/Activated	- YES/YES
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	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/009 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point TROUT ISLAND,MI</p> <p>Destination MINNEAPOLIS,MN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</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 - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 111
SE LAND	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 111
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

PLT FAILED TO VISUALLY CHECK FUEL TANKS AFTER THEY WERE REFUELED. ON THE SECOND LEG OF A X-COUNTRY FUEL EXHAUSTION OCCURRED. THE ACFT NOSED OVER DURING THE FORCED LANDING ON SOFT TERRAIN.

Brief of Accident (Continued)

File No. - 1052

4/26/84

BLOOMER, WI

A/C Reg. No. N30609

Time (Lc1) - 2045 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1006 5/05/84 BERLIN, WI

A/C Reg. No. N3994G

Time (Lcl) - 1537 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - GABLE SONERAI II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 950
No. of Seats - 2

Eng Make/Model - VW NOT REPORTED
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 220/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

BERLIN
Runway Ident - 09
Runway Lth/Wid - 2200/ 75
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 107
Make/Model-	2
Instrument-	0
Last 24 Hrs	- 0
Last 30 Days	- UNK/NR
Last 90 Days	- 2

Instrument Rating(s) - NONE

-----Narrative-----

THIS HOMEBUILT ACFT STALLED DURING A FORCED LANDING AFTER AN ENGINE FAILURE. THE PLT REPORTED THAT THE ENGINE TEMPERATURE WENT TO 650 DEGREES WHICH WAS AN OVERHEAT CONDITION. THE PLT STATED THAT HE TRIED TO RETURN TO THE ARPT BUT STALLED 20 FT SHORT OF RWY 27 AND CRASHED IN A SWAMPY AREA. FAA ADVISED THAT THE OWNER HAD TRIED TO MODIFY AN OPENING IN THE COWLING FOR COOLING BUT DUE TO POSITIONING AND AREA THE RESULT WAS A LACK OF COOLING.

Brief of Accident (Continued)

File No. - 1006

5/05/84

BERLIN,WI

A/C Reg. No. N3994G

Time (Lc1) - 1537 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COOLING SYSTEM,COWLING - IMPROPER
2. MAINTENANCE,MODIFICATION - IMPROPER - 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)

3. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1053

6/26/84

DEERFIELD,WI

A/C Reg. No. N62362

Time (Lcl) - 1230 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 -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - HILLER UH 12 D

Landing Gear - SKID

Max Gross Wt - 2750

No. of Seats - 4

Eng Make/Model - LYCOMING VO-435-A1E

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/012 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MADISON,WI

Destination

LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FLYING HOOFF

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

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2022 Last 24 Hrs - 4

Make/Model- 13 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 24

Rotorcraft - 1413

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS AWARE OF PWR LINES WHICH CROSSED THE FIELD OVER WHICH HE WAS PERFORMING A CALIBRATION TEST. PLT STATED THAT BECAUSE OF SUN GLARE VISUAL CONTACT WITH THE WIRES WAS LOST. THE ACFT CONTACTED THE WIRES.

Brief of Accident (Continued)

File No. - 1053

6/26/84

DEERFIELD, WI

A/C Reg. No. N62362

Time (Lcl) - 1230 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. OBJECT - WIRE, STATIC
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1097

6/29/84

ARENA,WI

A/C Reg. No. N377ST

Time (Lcl) - 1950 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-LANDING	0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - HUGHES 500C/369HS
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 278 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- 005/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ARENA,WI

Destination

SAME AS ACC/INC

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,CFI

SE LAND,ME LAND,SE SEA

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - 500C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000

Make/Model- 650

Instrument- 35

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING AN AGRICULTURAL SPRAYING OPERATION THE HELICOPTER ENG LOST PWR. THE PLT ATTEMPTED AN AUTOROTATION. THE ACFT ROLLED OVER ON LANDING. THE PLT STATED THAT HE OBSERVED A LOSS OF ENG & ROTOR RPM, NECESSITATING THE AUTOROTATION. INSPECTION OF THE ENG REVEALED THAT THE THIRD STAGE STATOR VANES WERE BROKEN.

Brief of Accident (Continued)

File No. - 1097

6/29/84

ARENA, WI

A/C Reg. No. N377ST

Time (Lc1) - 1950 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. COMPRESSOR ASSEMBLY, STATOR VANE RETAINER - FAILURE, PARTIAL

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. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. AUTOROTATION - INADEQUATE - PILOT IN COMMAND

Occurrence #4 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1133 7/24/84 THREE LAKES,WI A/C Reg. No. NONE Time (Lcl) - 0935 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14CFR103
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - MATTISON MAC ULTRALIGHT
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - KAWASAKI TA340A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 40 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

THREE LAKES MU.
Runway Ident - 03
Runway Lth/Wid - 3760/ 120
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	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 RECENTLY PURCHASED ULTRALIGHT WAS TAXIED FOR ABOUT 40 MINUTES PRIOR TO THE NEW OWNER TRYING HIS FIRST FLT. HE HAD BEEN ADVISED BY THE FORMER OWNER TO MAKE SHORT HOPS AT LOW ALTITUDE DURING A FAMILIARIZATION PERIOD. THE FORMER OWNER WANTED TO BE PRESENT FOR THIS PERIOD BECAUSE THE NEW OWNER HAD NO AVIATION EXPERIENCE. THE NEW OWNER TOOK OFF ON HIS FIRST FLT WITHOUT THE INSTRUCTION OF THE SHORT HOP PERIOD OF FAMILIARIZATION. THE TAKEOFF WENT OK AND THE ULTRALIGHT PROCEEDED DOWNWIND TO BASE IN A CONTROLLED LEVEL FLT. THE TURN TO FINAL APPROACH WAS OVERSHOT AND THE ULTRALIGHT ANGLED BACK TO 40 DEG OFF THE RWY HEADING. OVER A TREE HE WAS HEARD TO THROTTLE BACK TO DESCEND, THEN TO ACCELERATE AND DECELERATE. AT THIS TIME THE ULTRALIGHT WAS SEEN TO NOSE DOWN & DIVE INTO THE GROUND FROM ABOUT 100 FT AGL AT AN ANGLE OF ABOUT 30 DEGREES. THE ACFT WAS DESTROYED AND THE PLT FATALLY INJURED ON IMPACT. THE ENGINE WAS STARTED AND RUN AT VARIOUS POWER SETTINGS FOR 10 MINUTES IN A TEST AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1133

7/24/84

THREE LAKES, WI

A/C Reg. No. NONE

Time (Lcl) - 0935 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - IMPROPER - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
6. PULL-UP - 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) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1003 8/02/84 DODGEVILLE, WI A/C Reg. No. N2010V Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECHCRAFT BE-23	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	- 2450	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	JANESVILLE, WI	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	DODGEVILLE, WI	DODGEVILLE
Wind Dir/Speed	- 270/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 30
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- 2740/ 75
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 36	Last 24 Hrs - 3
	Months Since - N/A	Make/Model - 16	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT SOLO PLT FLARED THE ACFT OVER THE RWY, THE ACFT BOUNCED AND HIT THE NOSE GEAR WHICH COLLAPSED. THE ACFT BECAME AIRBORNE AGAIN AND WENT OFF THE RWY ABOUT 100 FT TO THE RIGHT SIDE. THE ARPT DIRECTORY CAUTIONS OF A STEEP DOWNGRADE TO THE RWY. THE THRESHOLD OF RWY 30 IS 85 FT HIGHER THAN RWY 12 THRESHOLD.

Brief of Accident (Continued)

File No. - 1003

8/02/84

DODGEVILLE, WI

A/C Reg. No. N2010V

Time (Lcl) - 1300 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - DOWNHILL
2. FLARE - EXCESSIVE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
7. 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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1041 6/22/84 PARSONS,WV A/C Reg. No. N704SK Time (Lc1) - 2230 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	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FRONT ROYAL,VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	BUCKHANNON,WV	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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 - 110
SE LAND	Months Since - 6	Make/Model- 93
	Aircraft Type - C-152	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE AND CRASHED AFTER BECOMING LOST IN IMC WEATHER DURING A NIGHT X-COUNTRY. THE PLT HAD DESCENDED AFTER SEEING LIGHTS BELOW HIM. HE CIRCLED THE TOWN AND MADE A TURN TO APPROACH A ROAD FOR LANDING ON WHICH HE SAID THE POLICE HAD PLACED LIGHTS FOR HIM. DURING THE TURN THE ACFT HIT A TREE AND CRASHED.

Brief of Accident (Continued)

File No. - 1041

6/22/84

PARSONS, WV

A/C Reg. No. N704SK

Time (Lc1) - 2230 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN
7. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
8. WEATHER EVALUATION - POOR - PILOT IN COMMAND
9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

10. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
11. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1123 8/01/84 SO.CHARLESTON,WV A/C Reg. No. N8017D Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						2

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	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	SO.CHARLESTON,WV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MALLORY
Wind Dir/Speed- 290/007 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----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 - 2955
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 30
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER TOUCHING DOWN, HE WAS UNABLE TO STOP THE ACFT BEFORE RUNNING OFF THE END OF THE PAVED RWY. HE ELECTED TO GO AROUND, BUT FINALLY DECIDED TO MAKE A FULL STOP. A WITNESS REPORTED THAT THE ACFT BOUNCED 3 TIMES DURING THE LEVEL-OFF BEFORE COLLIDING WITH A DIRT BANK. ACCORDING TO THE PLT, THE ENG FLOODED WHEN HE ADDED POWER TO GO AROUND. HOWEVER, NO PRE-ACCIDENT/MECHANICAL FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1123

8/01/84

SO.CHARLESTON,WV

A/C Reg. No. N8017D

Time (Lcl) - 1800 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. UNDETERMINED
2. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1026 6/03/84 THERMOPOLIS,WY A/C Reg. No. N12863 Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHEYENNE,WY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOT SPRINGS CO. AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4779/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 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 - 61	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 66
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 66
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WENT ON A X-COUNTRY WITHOUT THE PROPER ENDORSEMENT BY HIS INSTRUCTOR. DURING THE LANDING THE ACFT BOUNCED AND STALLED IN WHAT APPEARED TO BE AN ATTEMPT TO RECOVER OR GO-AROUND. THE ACFT ENTERED A LEFT SPIN AND CRASHED NOSE DOWN.

Brief of Accident (Continued)

File No. - 1026

6/03/84

THERMOPOLIS, WY

A/C Reg. No. N12863

Time (Lcl) - 0930 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

EMBRY-RIDDLE AERO. U. DAYTONA BEACH



3 1745 00065 7158

NTSB-AAB-86-02

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