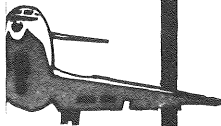


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NATIONAL TRANSPORTATION SAFETY BOARD

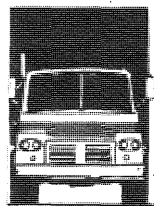
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 7 OF 1984 ACCIDENTS



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p align="center">File Numbers: 1201 through 1400</p>			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

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

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

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

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

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

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

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

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AIRCRAFT ACCIDENTS

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 7

CALENDAR YEAR 1984

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
-----	-----	----	-----	----	-----	-----	-----
1201	6689Q	080184	MARICOPA, AZ	GRUMMAN	G-164B	MINOR	50
1202	6711Q	072884	DELHI, CA	GRUMMAN	G-164B	NONE	84
1203	8176A	071884	HUNTINGTON BCH, CA	CESSNA	170B	NONE	80
1204	1067H	082284	MURPHY DOME, AK	AERONCA	15AC	NONE	8
1205	8380V	061484	HEALY, AK	CHAMPION	7GCBC	NONE	2
1206	7224K	090284	KASHWITNA RIVER, AK	PIPER	PA-18	NONE	12
1207	3156S	071584	WINLOCK, WA	CESSNA/WREN	182G-460	FATAL	392
1208	269JW	082384	HILL CITY, KS	PIPER	PA-36-400	NONE	160
1209	31623	082384	DEXTER, MO	AIRTRACTOR	AT-301	MINOR	208
1210	86644	081884	COALINGA, CA	BELLANCA	7GCBC	NONE	86
1211	3587S	072184	ELK GROVE, CA	CESSNA	172E	NONE	82
1212	735MQ	063084	YORBA LINDA, CA	CESSNA	182Q	FATAL	76
1213	710SC	022384	SARASOTA, FL	PIPER	PA-30	FATAL	102
1214	31844	011584	ATTALLA, AL	PIPER	PA-32RT-30	FATAL	18
1215	8646	011184	THROCKMORTON, TX	BELLANCA	7ECA	FATAL	284
1216	10605	042184	CYPRESS, TX	NORTH AMERIC	AT-6D	FATAL	286
1217	5377B	072884	ENTERPRISE, AL	CESSNA	152	NONE	22
1218	73224	070484	EAGLE POINT, OR	BELL	47G-3B	MINOR	270
1219	21249	070684	CUBA, MO	CESSNA	172	MINOR	200
1220	6707S	072884	MENOMONIE, WI	CESSNA	150H	NONE	400
1221	7364A	070484	MOSCOW, ID	CESSNA	172	NONE	140
1222	6480H	062684	RENO, NV	CESSNA	207A	NONE	234
1223	18GY	072184	SALT LAKE CITY, UT	AMATEUR-BUIL	THORP T-18	MINOR	380
1224	96578	040684	NW.OF ABINGDON, VA	CESSNA	182Q	FATAL	384
1225	4195D	082784	SHELLERBAGER PS, AK	HELIO	H-395A	NONE	10

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1226	3207F	070184	RED BAY, AL	MOONEY	M-20F	SERIOUS	20
1227	3500A	090484	ANCHORAGE, AK	PIPER	PA-20	NONE	16
1228	8804M	063084	QUINCY, WA	EAGLE	DW-1	NONE	388
1229	501FH	070284	SHELLEY, ID	BELL	47G-3B-1	MINOR	138
1230	25547	070484	THE DALLES, OR	PIGMAN REED	REARWIN 81	MINOR	272
1231	2463W	070584	EAGLE, CO	SCHWEIZER	SGS 2-33	NONE	94
1232	48428	090184	LELAND, MS	GRUMMAN	G-164A	NONE	210
1233	9156G	073084	HARTSFIELD, SC	CESSNA	A188	MINOR	278
1234	4499B	090684	MARATHON, FL	PIPER	PA-31-350	NONE	124
1235	6842J	090684	SAN ANTONIO, TX	PIPER	PA-28-140	NONE	374
1236	240US	071984	EL PASO, TX	AEROSPATIALE	AS-355F	NONE	330
1237	5246Q	072384	COLLEGE STATION, TX	CESSNA	152	NONE	336
1238	49680	072584	WICHITA FALLS, TX	BOEING	A75N1	SERIOUS	340
1239	2344T	072684	ABERNATHY, TX	AIR TRACTOR	AT-301	NONE	342
1240	7690L	090384	NUSHAGAK RIVER, AK	PIPER	PA-18	NONE	14
1241	53BT	050584	HAYWARD, CA	TAYLOR	SMITH MINI	NONE	66
1241	3528	050584	HAYWARD, CA	OLSON	MINI-PLANE	NONE	68
1242	33074	070684	KILLIAN, LA	PIPER	PA-28-140	SERIOUS	174
1243	1674	071484	BROOKSHIRE, TX	SMITH MINIPL	DSA-1	MINOR	326
1244	7521Z	070684	LAMESA, TX	PIPER	PA-25-235	NONE	320
1245	6340B	010884	PITTSBORO, IN	CESSNA	150M	NONE	150
1246	4416Q	082284	PUYALLUP, WA	HAYES	QUICKIE Q2	NONE	394
1247	704XH	082384	FT. PIERCE, FL	CESSNA	150	NONE	118
1248	40184	091384	CLIMAX, GA	AYRES	S2R-T15	MINOR	128
1249	1021Y	031584	ULYSSES, KS	HILLER	UH-12B	NONE	152

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1250	2005U	051384	PAYSON, AZ	TAYLORCRAFT	F21	NONE	46
1251	67522	051084	HAWTHORNE, CA	CESSNA	152	NONE	70
1252	4552Q	021084	HAYWARD, CA	PIPER	PA-28R-201	NONE	56
1253	4460E	071384	TUCSON, AZ	AERONCA	7DC	NONE	48
1254	2252W	060984	OCEANSIDE, CA	BELL	47G-5	MINOR	74
1255	25237	031084	JACKSONVILLE, FL	PIPER	PA-38	SERIOUS	104
1256	487M	051084	SUGAR LOAF KEY, FL	MOONEY	M-18C	FATAL	106
1257	8594S	061584	SAN BENITO, TX	AIRTRACTOR I	AT301	NONE	306
1258	6261U	062984	MARSHALL, TX	MOONEY	M20C	NONE	312
1259	46RJ	051084	CEDAR HILL, TX	HILLER AVIAT	UH-12E	MINOR	294
1260	5457Q	050584	SEYMOUR, TX	CESSNA	150L	MINOR	292
1261	3168	051284	EL PASO, TX	STARDUSTER	SA-300	MINOR	296
1262	22024	052084	SUNRAY, TX	CESSNA	150H	NONE	300
1263	92CL	052884	LEANDER, TX	GERMANY WETH	SONERAI I	NONE	304
1264	NONE	050584	MILLARD, NE	AMERICAN AER	EAGLE XL	SERIOUS	220
1265	NONE	061184	ORFORDVILLE, WI	EIPPER	QUICKSILVE	SERIOUS	398
1266	NONE	070584	MILLARD, NE	AMER. AEROLI	EAGLE 2 PL	SERIOUS	222
1267	NONE	070784	GRANBY, CO	EIPPER	QUICKSILVE	FATAL	96
1268	NONE	090184	NORTH PLATTE, NE	EIPPER	QUICKSILVE	SERIOUS	226
1269	215D	052684	WEWOKA, OK	BEECH	BE35G	FATAL	264
1270	4239D	052084	TULSA, OK	BEECH	G35	FATAL	262
1271	38455	072484	HANNIBAL, MO	PIPER	PA-34-200T	NONE	204
1271	7702M	072484	HANNIBAL, MO	MOONEY	M20C	NONE	206
1272	3635J	072184	KEARNEY, NE	CESSNA	150	NONE	224
1273	5675X	052884	WILMOT, AR	AYRES	S2R	NONE	28

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1274	6729K	052784	HUMNOKE, AR	GRUMMAN	G-164B	SERIOUS	26
1275	22KT	080884	LARNED, KS	TATE	SNS-7	MINOR	156
1276	4924X	090584	WEINER, AR	ROCKWELL INT	S-2R	MINOR	44
1277	6470K	032284	LAKEPORT, CA	REPUBLIC	RC-3	MINOR	58
1278	222PV	070384	E BRAKE BLK 397, GM	BELL	222UT	NONE	130
1279	4772V	052784	IRVINE, CA	BELLANCA	17-30	NONE	72
1280	738RW	070184	BLANCO, TX	CESSNA	172N	NONE	318
1281	3571U	063084	SAN ANGELO, TX	PIPER	PA-32RT-30	MINOR	314
1282	5278Y	062484	MONAHANS, TX	CESSNA	T210N	NONE	310
1283	2204J	062184	ENNIS, TX	CESSNA	150G	NONE	308
1284	731LQ	080484	BATESVILLE, TX	CESSNA	A188B	FATAL	354
1285	1216Y	080584	WEATHERFORD, TX	CESSNA	150B	SERIOUS	356
1286	6135	080484	GEORGETOWN, TX	SCHLEICHER	ASW12	MINOR	352
1287	101SB	080384	HUTCHINSON, KS	CESSNA	401	NONE	154
1288	1987Y	021184	CLEVELAND, OH	MOONEY	M20E	SERIOUS	240
1289	91469	020184	LACON, IL	PIPER	PA38-112	NONE	148
1290	8810Y	062284	OKLEE, MN	EAGLE	DW-1	NONE	194
1291	4839A	080184	FORT WORTH, TX	CESSNA	A152	NONE	348
1292	3962W	081684	MINDEN, LA	PIPER	PA-32-260	NONE	182
1293	5469	083084	SCHRIEVER, LA	GRUMMAN	G-164A	NONE	184
1294	1456X	071584	LAKE CHARLES, LA	PIPER	PA-28R-200	NONE	176
1295	231F	031084	CRAIG, CO	MOONEY AIRCR	M20K	FATAL	92
1296	4697B	071284	RANDBURG, CA	CESSNA	180	FATAL	78
1297	399V	071284	MCALESTER, OK	BEECH/VOLPAR	C-45-H	NONE	268
1298	89182	022084	FRANKTOWN, CO	CESSNA	152	FATAL	90

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1299	502RF	011984	ROCKFORD, IL	CESSNA	210D	NONE	146
1300	9555T	011884	HOLMAN, WI	PIPER	PA-38-112	NONE	396
1301	10502	011884	ROCK FALLS, IL	CESSNA	150L	NONE	144
1302	9111K	031084	STOW, OH	PIPER	PA-28R-200	NONE	242
1303	423ST	072684	WOODSFIELD, OH	BURNS	SONERIA II	SERIOUS	248
1304	6372C	010984	EAST ST. LOUIS, IL	PIPER	PA-28R-201	SERIOUS	142
1305	32637	011084	CRYSTAL, MN	BEECHCRAFT	BE-33A	MINOR	192
1306	5054T	011284	TRACY, CA	PIPER	PA-28R-200	FATAL	52
1307	75SP	052084	GEORGETOWN, DE	BELL	206B	SERIOUS	100
1308	33215	062984	CHEYENNE, WY	CESSNA	177RG	NONE	402
1309	16981	072484	DALLAS, TX	BELL	206B	FATAL	338
1310	2161U	090884	ALVIN, TX	BRANTLY	B-2B	NONE	376
1311	8661H	060184	BELL CITY, LA	GRUMMAN	G-164A	NONE	170
1312	56687	080884	KENNEBEC, SD	PIPER	PA-36-285	NONE	282
1313	8851T	080284	AKRON, OH	CESSNA	182-C	NONE	252
1313	32625	080284	AKRON, OH	PIPER	PA-34-200T	NONE	254
1314	15699	082784	YUCAIPA, CA	PIPER	PA-28-140	FATAL	88
1315	3055J	072984	CLEBURNE, TX	CESSNA	150E	NONE	344
1316	9656G	073184	DRISCOLL, TX	CESSNA	A188B	NONE	346
1317	5565V	082584	THE COLONY, TX	RAVEN	RALLY RX7	SERIOUS	368
1318	48930	083084	APPLE SPRINGS, TX	HUGHES	269A	MINOR	372
1319	4830	090484	HOUMA, LA	BELL	206B	MINOR	186
1320	8961H	080984	TALLULAH, LA	GRUMMAN	G-164B	NONE	180
1321	3573C	081284	MANCHESTER, OH	PIPER	PA-28-161	NONE	256
1322	36051	081784	ACME, MI	PIPER	PA-34-200T	NONE	190

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1323	8914H	071884	STANFORD, AR	GRUMMAN	G-164A	MINOR	34
1324	9063Q	072084	WALDENBERG, AR	AERO COMMAND	THRUSH S2R	NONE	36
1325	71879	063084	GEORGETOWN, TX	CESSNA	182M	NONE	316
1326	2397Y	082384	LORENZO, TX	PIPER	PA-36-300	SERIOUS	364
1327	9067B	082784	AUSTIN, TX	ROBINSON	R-22	NONE	370
1328	5521D	082484	ARLINGTON, TX	CESSNA	172N	MINOR	366
1329	802DM	081284	TOMBALL, TX	CESSNA	A185F	NONE	360
1330	4575L	082984	UNKNOWN, UN	PIPER	PA-32-R301	FATAL	378
1331	40329	042884	VACAVILLE, CA	MAULE	M-4-220C	NONE	64
1332	9591G	042484	MODESTO, CA	CESSNA	U206F	NONE	62
1333	3162R	042384	SAN CARLOS, CA	CESSNA	182L	NONE	60
1334	4851Y	082184	GREENVILLE, NC	PIPER	PA-25-235	MINOR	216
1335	9137T	050484	RUIDOSO, NM	BEECH	B23	FATAL	230
1336	4543Y	081784	NAPLES, FL	BROWN	KR-2	NONE	114
1337	3623D	080584	KEY LARGO, FL	CESSNA	310	NONE	108
1338	738PQ	071884	OCEAN CAY, OF	CESSNA	172N	SERIOUS	238
1339	9146J	082584	GAINESVILLE, FL	PIPER	PA-28-180	NONE	120
1340	2514	080584	PRATTVILLE, AL	CESSNA	A188B	MINOR	24
1341	8478V	090884	LAKE COMORANT, MS	ROCKWELL INT	S-2R	FATAL	212
1342	1143Z	090184	KEY LARGO, FL	MOONEY	M20J	NONE	122
1343	1410V	081684	NAVARRE, FL	CESSNA	172M	MINOR	112
1344	501JS	061884	PORTLAND, AR	SNOW	AT400	NONE	30
1344	501PR	061884	PORTLAND, AR	SNOW	AT400	NONE	32
1345	5732W	080584	CARRABELLE, FL	PIPER	PA-28-140	NONE	110
1346	5641X	051684	ALEXANDRIA, LA	ROCKWELL	S2R	NONE	164

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1347	45906	051684	COLCORD, OK	LUSCOMBE	8A	NONE	260
1348	9183F	072184	EL PASO, TX	HUGHES	369HS	SERIOUS	332
1349	8518W	071184	HENDERSON, TX	ROBINSON	R-22A	NONE	322
1350	9124F	062184	OKLAHOMA CITY, OK	HUGHES	369HS	NONE	266
1351	14807	062184	HOUMA, LA	BELL/SOLOY	47G-5A	MINOR	172
1353	5885B	071484	MARSHALL, TX	CESSNA	182A	NONE	324
1354	6927E	071684	DAISETTA, TX	CESSNA	175A	NONE	328
1355	2133L	072184	HIGH ISL BLK298, GM	BELL	206L-1	MINOR	132
1356	8548H	072084	KINDER, LA	GRUMMAN	G-164A	NONE	178
1357	6252Q	021884	LINDEN, NJ	CESSNA	401A	NONE	228
1358	5194X	050484	PUTNAM, OK	CHAMPION	7KCAB	MINOR	258
1359	11697	070484	HAINES, AK	BELLANCA	7ECA	NONE	4
1360	6332N	070684	JUNEAU, AK	CHAMPION	7ECA	SERIOUS	6
1361	80332	090284	HEBER SPRINGS, AR	CESSNA	172 M	NONE	42
1362	11TF	081884	FLIPPIN, AR	PIPER	PA-34-200T	NONE	40
1363	4004G	071484	BALLWIN, MO	ADAMS	AB	SERIOUS	202
1364	96956	012184	SOLEDAD, CA	CESSNA	182Q	FATAL	54
1365	8078E	070784	ROACHE HARBOR, WA	CESSNA	172N	NONE	390
1366	9652J	081884	KINGSTREE, SC	CESSNA	A188B	NONE	280
1367	59H	072984	JEFFERSONVILLE, OH	BELL	47-G2	NONE	250
1368	54PC	072584	PLYMOUTH, MN	AEROSPATIALE	SA-341G	MINOR	196
1369	6262U	061684	MIDDLEFIELD, OH	MOONEY	M20C	FATAL	246
1370	2384U	062584	RENO, NV	CESSNA	172D	NONE	232
1371	1043L	071684	REDMOND, OR	HILLER	UH-12E	MINOR	274
1372	78204	051384	COLUMBUS, OH	GLOBE	GC-1B	NONE	244

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1373	704MS	071984	MUNISING, MI	CESSNA	150M	MINOR	188
1374	4063S	072184	MARION, NC	BEECH	V35B	NONE	214
1375	737LZ	082284	WINTER HAVEN, FL	CESSNA	172	NONE	116
1376	2146C	011584	LAFAYETTE, GA	CESSNA	177B	FATAL	126
1377	8695E	042784	SHIRO, TX	PIPER	PA-28-140	NONE	288
1378	82DS	050284	SAN ANTONIO, TX	DEHAVILLAND	TIGER MOTH	FATAL	290
1379	NONE	042884	CARROLL, IA	RALLY ROTEC	2B	SERIOUS	134
1381	15479	030584	SPARTANBURG, SC	SIKORSKY	S-76A	SERIOUS	276
1382	4643C	030284	WAITSFIELD, VT	CESSNA	A185F	SERIOUS	386
1383	4002P	080784	ROHWER, AR	AYRES CORPOR	S2R	NONE	38
1384	88176	072584	SELZ, ND	BELLANCA	8GCBC	NONE	218
1385	5754K	072184	DURANGO, CO	BELL	206B	NONE	98
1386	4081E	051384	HAMILTON, TX	AERONCA	11BC	SERIOUS	298
1387	5777J	053084	VENICE, LA	AEROSPATIALE	AS 355 F E	NONE	168
1388	4066T	091184	CEDAR RAPIDS, IA	BALLOON WORK	FIREFLY 7	NONE	136
1389	4413Q	081584	GOODLAND, KS	CESSNA	A188A	NONE	158
1390	6134Q	062784	ST. LOUIS, MO	CESSNA	152	NONE	198
1391	4863R	081784	OLTON, TX	CESSNA	A188B	NONE	362
1392	9353Q	021784	CHARLOTTESVILLE, VA	BEECH	V35B	FATAL	382
1393	81865	080284	FORT WORTH, TX	ROCKWELL INT	690B	NONE	350
1394	60660	081084	JUSTIN, TX	CESSNA	150J	SERIOUS	358
1396	6958D	052684	TALLULAH, LA	PIPER	PA-22-150	MINOR	166
1397	4936X	072184	BRYAN, TX	ROCKWELL	S2R	NONE	334
1398	3545W	051084	LAFAYETTE, LA	PIPER	PA-32-260	FATAL	162
1399	18048	070484	HENDERSON, NV	CESSNA	150	FATAL	236

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1400	5114K	052384	SAN ANTONIO, TX	CESSNA	172	NONE	302

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 7 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1205

6/14/84

HEALY,AK

A/C Reg. No. N8380V

Time (Lc1) - 1040 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

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

Airport Proximity
ON AIRSTRIP

Airport Data

GOLD GREEK
Runway Ident - 18
Runway Lth/Wid - 600/ 40
Runway Surface - GRAVEL
Runway Status - DRY

Wind Dir/Speed- 210/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 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 - STRAIGHT-IN
FULL STOP

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

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

Total - 750	Last 24 Hrs - 1
Make/Model- 750	Last 30 Days- UNK/NR
Instrument- 14	Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED AT A REMOTE STRIP USED BY HUNTERS AND LEFT IN AS POOR A STATE AS POSSIBLE BY THEM TO MAKE THIS CHOICE GAME AREA RELATIVELY INACCESSABLE. THIS AREA HAS MANY ACCIDENTS AS A RESULT. THE RWY IS 1200 FT MSL. THERE ARE NO WIND DIRECTION INDICATORS. THERE IS A SLIGHT UPGRADE TO THE SOUTH. THE PLT SAID HE WAS NOT ABLE TO KEEP THE ACFT RIGHT SIDE UP DURING THE ROLL ON THE 600 FT LONG CLEARING. ACCORDING TO HIM THERE ARE HAZARDS OFF BOTH SIDES OF THE 40 FT WIDE CLEARING. HE RECOMMENDED NOT LANDING AT THIS LOCATION.

Brief of Accident (Continued)

File No. - 1205

6/14/84

HEALY,AK

A/C Reg. No. N8380V

Time (Lc1) - 1040 ADT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
 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) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1359 7/04/84 HAINES,AK A/C Reg. No. N11697 Time (Lcl) - 1500 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	0

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

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

Eng Make/Model - LYCOMING O-235-C1
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
Wind Dir/Speed- 120/003 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
JUNEAU,AK
Destination
KATZEHIN,AK

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

NONE
Runway Ident - UNK/NR
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

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

Age - 62

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5701	Last 24 Hrs	- 2
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	49	Last 90 Days-	47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE RWY AND NOSED OVER IN THE TALL GRASS. THE PLT SAID HE DELIBERATELY LANDED LONG TO AVOID A LONG TAXI. THERE ALSO WAS A LIGHT TAIL WIND. THE PLT RECOMMENDED USING ALL AVAILABLE RWY AND TAKING TIME TO OBTAIN WIND INFO.

Brief of Accident (Continued)

File No. - 1359

7/04/84

HAINES,AK

A/C Reg. No. N11697

Time (Lcl) - 1500 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - DISREGARDED - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1360

7/06/84

JUNEAU, AK

A/C Reg. No. N6332N

Time (Lc1) - 2015 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew Pass

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

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

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/014 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
JUNEAU, AK
Destination
JUNEAU, AK

Airport Proximity
ON AIRPORT

Airport Data

JUNEAU INTERNATIONAL ARPT
Runway Ident - 08
Runway Lth/Wid - 8456/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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, CFI
SE LAND, SE SEA

Age - 33
Biennial Flight Review
Current - NO
Months Since - 35
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 457
Make/Model- 345
Instrument- 25
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE COWLING OF THE ACFT CAME LOOSE AND THE PLT REDUCED POWER BECAUSE OF THE VIBRATION. AN EMERGENCY WAS DECLARED AND THE PLT ATTEMPTED A 180 DEGREE TURN AT AN ALT OF 400 FT AGL. A STALL WAS ENTERED AND THE ACFT HIT A CHANNEL WHERE THE WATER WAS ABOUT 10 FT DEEP.

Brief of Accident (Continued)

File No. - 1360

7/06/84

JUNEAU, AK

A/C Reg. No. N6332N

Time (Lc1) - 2015 PDT

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

Finding(s)

1. NACELLE/PYLON,SKIN - LOOSE
2. IMPROPER USE OF PROCEDURE,EMOTIONAL REACTION - PILOT IN COMMAND
3. NACELLE/PYLON,SKIN - VIBRATION

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

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,PANIC - PILOT IN COMMAND
6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
7. MANEUVER - EXCESSIVE - PILOT IN COMMAND
8. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - WATER, GLASSY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1204 8/22/84 MURPHY DOME, AK A/C Reg. No. N1067H Time (Lcl) - 1130 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - AERONCA 15AC
Landing Gear - FLOAT
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/003 KTS
Visibility - 80.0 SM
Lowest Sky/Clouds - 6500 FT
Lowest Ceiling - 6500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIG MINTU LAKE, AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI
SE LAND, ME LAND, SE SEA, ME SEA
HELICOPTER

Age - 45

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - C-206

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

Total	- 11100	Last 24 Hrs -	2
Make/Model-	9	Last 30 Days-	15
Instrument-	540	Last 90 Days-	30
Multi-Eng -	5000	Rotorcraft -	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI SAID THE ENGINE QUIT IN "STRAIGHT AND LEVEL FLIGHT" & "ACTED LIKE FUEL STARVATION." THE PROP WAS WINDMILLING. RESTARTS WERE ATTEMPTED WITHOUT SUCCESS. A FORCED LANDING WAS MADE IN A WOODED AREA. THE LANDING WAS CUSHIONED BY THE ACFT FLOATS AND WINGS. THE CFIS FLT TIME IN THE MAKE ACFT WAS 9 HRS. NO FUEL SYSTEM MALFUNCTION WAS FOUND AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1204

8/22/84

MURPHY DOME, AK

A/C Reg. No. N1067H

Time (Lc1) - 1130 ADT

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

Finding(s)

1. FUEL SYSTEM - UNDETERMINED
2. CARBURETOR HEAT - NOT IDENTIFIED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - TREE(S)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1225 8/27/84 SHELLERBAGER PS,AK A/C Reg. No. N4195D Time (Lc1) - 1030 ADT

-----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 - HELIO H-395A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING G0-480
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 295 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 - 8000 FT
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

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)
COMMERCIAL
SE LAND,SE SEA

Age - 37
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - H-395A

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

Total	- 3500	Last 24 Hrs	- 1
Make/Model-	3500	Last 30 Days-	40
Instrument-	40	Last 90 Days-	90

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED ON A RWY THAT WAS COVERED WITH 18 TO 30 INCHES OF SNOW. SHORTLY AFTER TOUCHDOWN THE ACFT NOSED OVER. THE PLT RECOMMENDED THAT WHEN IN DOUBT ABOUT LANDING-DON'T LAND.

Brief of Accident (Continued)

File No. - 1225

8/27/84

SHELLERBAGER PS,AK

A/C Reg. No. N4195D

Time (Lcl) - 1030 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. LOW PASS - NOT PERFORMED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1206

9/02/84

KASHWITNA RIVER, AK

A/C Reg. No. N7224K

Time (Lcl) - 1830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 45

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 - 55	Last 24 Hrs - 4
Make/Model- 55	Last 30 Days- 20
Instrument- 0	Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS FLYING IN A "DRAW" DOING SOME SCOUTING FOR HUNTING WHEN THE TERRAIN SEEMED TO BE RISING FASTER THAN THE ACFT WAS CLIMBING. WITHOUT ROOM TO REVERSE COURSE HE ELECTED TO LAND ON A RIVER BANK. UPON TOUCHDOWN DIRECTIONAL CONTROL WAS LOST AND THE ACFT GROUND LOOPED. PLT RECOMMENDED ENTERING CANYONS AT HIGHER ALTITUDE.

Brief of Accident (Continued)

File No. - 1206

9/02/84

KASHWITNA RIVER, AK

A/C Reg. No. N7224K

Time (Lc1) - 1830 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - FLUCTUATING
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - NOT IDENTIFIED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1240 9/03/84 NUSHAGAK RIVER, AK A/C Reg. No. N7690L Time (Lcl) - 1900 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 -LANDING			0	0	0	1
				0	0	0

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3950
SE LAND	Months Since - 13	Last 24 Hrs - 4
	Aircraft Type - PA-18	Make/Model- 3900
		Instrument- 50
		Last 30 Days- 40
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE WAS FLYING ALONG A RIVER WHEN THE ENGINE SPUTTERED AND QUIT. HE LOCATED THE NEAREST POSSIBLE EMERGENCY LANDING SITE, SWITCHED TANKS, APPLIED CARBURETOR HEAT, AND PUMPED THE THROTTLE AND PRIMER. THE ENGINE DID NOT RESTART. THE WX WAS CONDUCIVE TO CARBURETOR ICING. THE ACFT WAS CRASH LANDED IN A HEAVY SWAMP AND COULD NOT BE RECOVERED FOR INSPECTION.

Brief of Accident (Continued)

File No. - 1240

9/03/84

NUSHAGAK RIVER, AK

A/C Reg. No. N7690L

Time (Lc1) - 1900 ADT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - WATER, GLASSY
3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1227 9/04/84 ANCHORAGE, AK A/C Reg. No. N3500A Time (Lc1) - 1928 ADT

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

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

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

Make/Model	- PIPER PA-20	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	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	WILLOW, AK	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	MERRILL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 33
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	- NONE	- 2469/ 60
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- FULL STOP	- ASPHALT
Condition of Light		Runway Status
		- DRY

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 18	- 290
	Aircraft Type	- C-150	Make/Model
			- 14
			Instrument
			- 5
			Last 24 Hrs
			- 1
			Last 30 Days
			- 16
			Last 90 Days
			- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY DURING LANDING. THE PLT SAID HE LOST CONTROL OF THE ACFT AND WENT ON THE GRASS FOR ABOUT 40 FT. THE REAR SEAT HAD BEEN REMOVED FOR CARGO. A 6 YEAR OLD BOY IN THE BACK OF THE ACFT WAS SEATED ON TOP OF ROPE AND CANS OF GAS AT THE TIME OF THE ACCIDENT. THE PLT SAID HE DID NOT THINK THAT A SEAT WAS NECESSARY FOR, "WE FLY LIKE THAT ALL THE TIME, THIS IS ALASKA."

Brief of Accident (Continued)

File No. - 1227

9/04/84

ANCHORAGE, AK

A/C Reg. No. N3500A

Time (Lcl) - 1928 ADT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 6. 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) 1,2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1214 1/15/84 ATTALLA,AL A/C Reg. No. N31844 Time (Lcl) - 1930 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 -APPROACH					

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

Make/Model - PIPER PA-32RT-300	Eng Make/Model - LYCOMING IO-540-K165D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FORT MYERS,FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - VOR/TVOR	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 4216
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-31	Make/Model- UNK/NR
		Last 30 Days- 21
		Instrument- 631
		Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

DURING A VOR APPROACH TO LAND IN IMC WX, THE ACFT COLLIDED WITH A TREE. THE NON-INSTRUMENT RATED PLT HAD FILED AN IFR FLT PLAN ON THIS AND OTHER OCCASIONS EVEN THOUGH HE WAS NOT QUALIFIED. DURING THIS APPROACH, THE DESCENT WAS CONTINUED PAST THE MDA OF 960 FT. FIELD ELEVATION WAS 569 FT. NO MALFUNCTIONS OF EQUIPMENT OR PHYSICAL DISCREPANCIES WERE FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1214

1/15/84

ATTALLA,AL

A/C Reg. No. N31844

Time (Lc1) - 1930 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1226

7/01/84

RED BAY, AL

A/C Reg. No. N3207F

Time (Lcl) - 1800 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - MOONEY M-20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SIKESTON, MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 300/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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 - 56
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 468
Make/Model- 92
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED GEAR UP SHORT OF THE RWY IN AN ATTEMPT TO RETURN TO THE RWY AFTER A POWER LOSS AT LOW ALT. DURING TAKEOFF THE ARPT MANAGER SAID THE ENGINE SOUND CHANGE WAS CONSISTENT WITH POWER LOSS FROM FUEL STARVATION. FAA DID A POST ACCIDENT ENGINE TEST RUN AND HAD TO RUN THE ENGINE RICH WITH BOOST PUMP ON TO KEEP IT RUNNING. THE FUEL SYSTEM WAS EXAMINED TO DETERMINE WHY IT WAS RUNNING LEAN. THE FUEL INJECTOR INLET SCREEN SHOWED EVIDENCE OF CORROSION AND RUST. FUEL FLOW WAS FOUND TO BE LEAN. INJECTORS AND FLOW DIVIDER WERE REMOVED FOR A CHECK. THE INJECTOR WAS FOUND TO BE CONTAMINATED WITH DIRT, RUST AND WATER. THE THROTTLE LINKAGE WAS WORN AND BINDING. THE IDLE MIXTURE SETTING WAS ADJUSTED TO THE LEAN SIDE. WHEN THE FUEL INJECTOR WAS REINSTALLED, THE ENGINE RAN ROUGH AND RICH. LEANED WITH THE MIXTURE CONTROL THE ENGINE RAN SMOOTHLY AT ALL SETTINGS. THERE WAS NO PROBLEM WITH THE THROTTLE LINKAGE.

Brief of Accident (Continued)

File No. - 1226

7/01/84

RED BAY, AL

A/C Reg. No. N3207F

Time (Lc1) - 1800 CDT

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

Finding(s)

1. FUEL SYSTEM, INJECTOR - FOREIGN OBJECT
2. FUEL SYSTEM, INJECTOR - BLOCKED(PARTIAL)
3. FLUID, FUEL - WATER
4. FLUID, FUEL - CONTAMINATION
5. 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)

6. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
7. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1217 7/28/84 ENTERPRISE,AL A/C Reg. No. N5377B Time (Lc1) - 1115 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - 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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ENTERPRISE MUNI
Runway Ident - 23
Runway Lth/Wid - 3500/ 80
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 12
Last 24 Hrs - 1
Make/Model- 12
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 4
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT FLARED AT ABOUT 40 FT AGL WITH PWR OFF. THE CFI WHO WAS WATCHING SAID HE DID NOT HEAR ANY SOUNDS OF PWR BEING APPLIED UNTIL THE ACFT WAS BOUNCING AND THEN ONLY HEARD PARTIAL POWER. THIS WAS THE STUDENTS 1ST SOLO LANDING. THE INSTRUCTOR SAID HE THOUGHT THE STUDENT WAS SUPER IN TRAINING AND READY TO SOLO.

Brief of Accident (Continued)

File No. - 1217

7/28/84

ENTERPRISE,AL

A/C Reg. No. N5377B

Time (Lc1) - 1115 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1340 8/05/84 PRATTVILLE,AL A/C Reg. No. N2514 Time (Lcl) - 1630 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

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

Fire Crew 0
NONE Pass 0

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

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

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
PRATTVILLE,AL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4950 Last 24 Hrs - 5
Make/Model- 3000 Last 30 Days- UNK/NR
Instrument- 175 Last 90 Days- 200
Multi-Eng - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE APPROACHING A FIELD IN PREPARATION FOR AGRICULTURAL SPRAYING, THE ENGINE FAILED. THE AIRCRAFT WAS PULLED UP INTO A CLIMBING LEFT TURN AND TURNED BACK TOWARD THE FIELD FOR A FORCED LANDING. THE AIRCRAFTS GLIDE WAS EXTENDED TO CLEAR HOUSE, AND AS THE HOUSE WAS CLEARED THE AIRCRAFT STALLED. THE AIRCRAFT IMPACTED THE GROUND IN AN UPRIGHT POSITION. POST CRASH INSPECTION OF THE AIRCRAFT AND ENGINE REVEALED NO EVIDENCE OF FUEL PRESENT. NO EVIDENCE OF FUEL SPILLAGE WAS FOUND IN THE CROPS AROUND THE AIRCRAFT AFTER IT CAME TO REST.

Brief of Accident (Continued)

File No. - 1340

8/05/84

PRATTVILLE, AL

A/C Reg. No. N2514

Time (Lc1) - 1630 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
-

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

Finding(s)

4. 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1274 5/27/84 HUMNOKE, AR A/C Reg. No. N6729K Time (Lcl) - 0850 CDT

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

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

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

Make/Model	- GRUMMAN G-164B	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	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	COY, AR	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	Type Apch/Lndg	- N/A
	- NONE	

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 6	Make/Model-
	Aircraft Type	- 75	Instrument-
			10
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- 77

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE NOTICED A VIBRATION IN THE ACFT ON TWO FLTS PRIOR TO THE ACCIDENT FLT. PLT FELT FORWARD PRESSURE ON THE STICK SO HE ATTEMPTED TO TRIM THE ACFT. THE ACFT NOSED FORWARD COLLIDING WITH THE TERRAIN. INSPECTION DISCLOSED NO PREIMPACT FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1274

5/27/84

HUMNOKE, AR

A/C Reg. No. N6729K

Time (Lcl) - 0850 CDT

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

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - UNDETERMINED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1273

5/28/84

WILMOT,AR

A/C Reg. No. N5675X

Time (Lcl) - 1630 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew

Pass

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

Make/Model - AYRES S2R

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

No. of Seats - 1

Eng Make/Model - P&W R-1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/005 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

WILMOT,AR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WILMONT

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 - 34

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5500

Make/Model- 400

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED A LOSS OF PWR OCCURRED SHORTLY AFTER TAKEOFF AT AN ALT OF 100 FT AGL. THE ACFT NOSED OVER DURING THE FORCED LANDING. INSPECTION OF THE ENGINE REVEALED NO PRE-IMPACT FAILUE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1273

5/28/84

WILMOT, AR

A/C Reg. No. N5675X

Time (Lc1) - 1630 CDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1344 6/18/84 PORTLAND, AR A/C Reg. No. N501JS Time (Lc1) - 1015 CDT

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

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

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

Make/Model - SNOW AT400	Eng Make/Model - P&W PT6-15AG	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6600	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 715 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PORTLAND, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	REED
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 18721
SE LAND	Months Since - 1	Make/Model- 700
	Aircraft Type - C-182	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 170
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BOTH ACFT WERE ABOUT TO TOUCH DOWN. N501PR WAS ABOVE N501JS. THE PILOT OF N501PR STATED THAT JUST BEFORE TOUCHDOWN THE COLLISION OCCURRED AND RESULTED IN SEVERING OF THE TAIL SECTION OF N501PR. THE PILOT OF 501JS STATED N501PR FLARED OUT TO LAND DIRECTLY IN FRONT OF HIM AND HE COULD NOT AVOID THE COLLISION. THERE WAS NO RADIO COMMUNICATION BETWEEN THE TWO ACFT.

Brief of Accident (Continued)

File No. - 1344

6/18/84

PORTLAND, AR

A/C Reg. No. N501US

Time (Lcl) - 1015 CDT

Occurrence MIDAIR COLLISION
Phase of Operation LANDING

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1344 6/18/84 PORTLAND,AR A/C Reg. No. N501PR Time (Lcl) - 1015 CDT

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

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

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

Make/Model - SNOW AT400	Eng Make/Model - P&W PT6-15AG	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6600	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 715 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PORTLAND,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	REED
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14487
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-182	Make/Model- 637
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 170

Instrument Rating(s) - NONE

-----Narrative-----

BOTH ACFT WERE ABOUT TO TOUCHDOWN. N501PR WAS ABOVE N501JS. THE PILOT OF N501PR STATED THAT JUST BEFORE TOUCHDOWN THE COLLISION OCCURRED AND RESULTED IN SEVERING OF THE TAIL SECTION OF N501PR. THE PILOT OF N501JS STATED THAT N501PR FLARED OUT TO LAND DIRECTLY IN FRONT OF HIM AND HE COULD NOT AVOID THE COLLISION. THERE WAS NO RADIO COMMUNICATION BETWEEN THE TWO ACFT.

Brief of Accident (Continued)

File No. - 1344

6/18/84

PORTLAND, AR

A/C Reg. No. N501PR

Time (Lc1) - 1015 CDT

Occurrence MIDAIR COLLISION
Phase of Operation LANDING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1323

7/18/84

STANFORD,AR

A/C Reg. No. N8914H

Time (Lcl) - 1953 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

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 - 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 - 6000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 9.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STANFORD,AR

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

Age - 29

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1850

Last 24 Hrs - 12

NONE

Months Since - 4

Make/Model- 300

Last 30 Days- UNK/NR

Aircraft Type - C-150

Instrument- 13

Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT MADE HIS FIRST SWATH RUN HE FLEW OVER A SET OF WIRES, ON THE RETURN RUN HE WENT UNDER THE WIRES.
THE PILOT SAID HE HIT HIS OWN PROP WASH AND ROLLED ENOUGH FOR THE WING TIP TO CONTACT THE WIRE.

Brief of Accident (Continued)

File No. - 1323

7/18/84

STANFORD,AR

A/C Reg. No. N8914H

Time (Lc1) - 1953 CDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING - AERIAL APPLICATION

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

Finding(s)
1. OBJECT - WIRE,STATIC
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1324

7/20/84

WALDENBERG,AR

A/C Reg. No. N9063Q

Time (Lcl) - 0200 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 -TAKEOFF

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

Make/Model - AERO COMMANDER THRUSH S2R

Eng Make/Model - WRIGHT 1820-71

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 6000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 1200 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 - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WALDENBERG,AR

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5500

Make/Model- 5440

Instrument- 30

Multi-Eng - 30

Last 24 Hrs - 10

Last 30 Days- 100

Last 90 Days- 200

Rotorcraft - 30

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON TAKEOFF ROLL ONE PROPELLER BLADE SEPARATED AND THE ENGINE CAME LOOSE FROM THE ENGINE MOUNTS. THE ACFT WAS THEN STOPPED ON THE RWY.

Brief of Accident (Continued)

File No. - 1324

7/20/84

WALDENBERG, AR

A/C Reg. No. N9063Q

Time (Lcl) - 0200 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE

----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. - 1383 8/07/84 ROHWER,AR A/C Reg. No. N4002P Time (Lcl) - 1430 CDT

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

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

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

Make/Model - AYRES CORPORATION S2R	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - UNK/NR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ROHWER,AR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE	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 - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
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)
COMMERCIAL	Current - YES	Total - 8500
SE LAND	Months Since - 12	Make/Model- 1800
	Aircraft Type - PA25235	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS UNABLE TO MAINTAIN ALT AFTER THE ENGINE FAILED. A FORCED LANDING WAS MADE IN A FIELD COVERED WITH 4 TO 6 FT TALL WEEDS. THE ACFT TRAVELED SIDEWAYS DURING THE LANDING. AFTER THE ACCIDENT, THE PLT OBSERVED A BROKEN ROD WHICH HAD PENETRATED THE CRANKCASE. FURTHER INSPECTION SHOWED THAT THE MASTER ROD WAS BROKEN.

Brief of Accident (Continued)

File No. - 1383

8/07/84

ROHWER,AR

A/C Reg. No. N4002P

Time (Lc1) - 1430 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,MASTER ROD - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1362 8/18/84 FLIPPIN, AR A/C Reg. No. N11TF Time (Lcl) - 1930 CDT

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

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

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

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TS10-360	ELT Installed/Activated	- YES/YES
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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/008 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 5000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point - LITTLE ROCK, AR</p> <p>Destination - SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VISUAL</p> <p style="padding-left: 40px;">STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MARION CO REG</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 3475/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1360
NONE	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - PA34200	Make/Model- 885
		Instrument- 190
		Multi-Eng - 883
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY DURING LANDING AND COLLAPSED THE LANDING GEAR. THE ACFT LANDED BETWEEN 1/3 AND 1/2 WAY DOWN THE RWY. THE ACFT HAD BEEN IN RAIN SHOWERS AND THE RWY WAS WET. THE PLT APPLIED BRAKES BUT BRAKING WAS INEFFECTIVE AND THE ACFT WENT OFF THE RWYS END AT ABOUT 35 KTS INTO ROUGH TERRAIN. THE ACFT SLID TO A STOP ABOUT 120 FT OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1362

8/18/84

FLIPPIN, AR

A/C Reg. No. N11TF

Time (Lc1) - 1930 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1361 9/02/84 HEBER SPRINGS, AR A/C Reg. No. N80332 Time (Lcl) - 1500 CDT

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

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

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

Make/Model - CESSNA 172 M	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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point COY, AR	
Method - N/A	Destination HEBER SPRINGS, AR	Airport Data DIAMOND BLUFF
Completeness - N/A		Runway Ident - 24
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2600/ 60
Wind Dir/Speed- 240/006 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 68
SE LAND	Months Since - 0	Last 24 Hrs - 1
	Aircraft Type - C-172M	Make/Model- 51
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE SIDE OF THE RWY INTO SOME BRUSH AND A DITCH. THE PLT SAID THE LANDING SEEMED NORMAL UNTIL SHE APPLIED THE BRAKES AND THE ACFT VEERED TO THE RIGHT. THE LIFT WHEEL BRAKE WAS FOUND TO BE WORN AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1361

9/02/84

HEBER SPRINGS, AR

A/C Reg. No. N80332

Time (Lcl) - 1500 CDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

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

Finding(s)

3. TERRAIN CONDITION - DITCH
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1276 9/05/84 WEINER,AR A/C Reg. No. N4924X Time (Lcl) - 1200 CDT

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

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

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

Make/Model - ROCKWELL INTERNATIONAL S-2R	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WEINER,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14084
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - S2R	Make/Model- 1200
		Last 30 Days- UNK/NR
		Instrument- 12
		Last 90 Days- 252
		Multi-Eng - 80
		Rotorcraft - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS EXECUTING A TURN AROUND MANEUVER TO CONTINUE SPRAYING WHEN THE #2 CYL BROKE FREE FROM THE ENG & IT COMPLETELY SHUT DOWN. THE ACFT STRUCK THE LEVEE OF A BEAN FIELD & FLIPPED OVER, COMING TO REST IN AN INVERTED POSITION. POST CRASH EXAMINATION REVEALED THAT THE CRANKSHAFT HAD BROKEN WHERE IT HOLDS THE OUTER COUNTERWEIGHT, EFFECTIVELY SHUTTING DOWN THE ENG.

Brief of Accident (Continued)

File No. - 1276

9/05/84

WEINER, AR

A/C Reg. No. N4924X

Time (Lcl) - 1200 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL

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 - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1250

5/13/84

PAYSON, AZ

A/C Reg. No. N2005U

Time (Lcl) - 0800 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - TAYLORCRAFT F21
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 118 HP

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MESA, AZ
Destination
HORSESHOE DAM, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
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)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - F21

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 446
Make/Model- 127
Instrument- 2
Last 24 Hrs - 3
Last 30 Days- 22
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED 200 FT SHORT OF THE RWY IN BUSHES AFTER THE ENGINE HESITATED DURING THE PLTS APPLICATION OF THROTTLE IN AN ATTEMPT TO REACH THE RWY. AN FAA INSPECTOR FOUND THE MAGNETO TIMING SET TO 23 PLUS DEGREES RATHER THAN THE PRESCRIBED 20 DEGREES.

Brief of Accident (Continued)

File No. - 1250

5/13/84

PAYSON, AZ

A/C Reg. No. N2005U

Time (Lc1) - 0800 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IGNITION SYSTEM, MAGNETO - INCORRECT
2. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND
3. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL

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

Finding(s)

4. PLANNED APPROACH - POOR - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1253 7/13/84 TUCSON, AZ A/C Reg. No. N4460E Time (Lcl) - 0815 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - AERONCA 7DC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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

RYAN FLD
Runway Ident - 06
Runway Lth/Wid - 5500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	3100
Make/Model-	2
Instrument-	220
Multi-Eng -	600
Last 24 Hrs -	UNK/NR
Last 30 Days-	10
Last 90 Days-	30
Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE INSTRUCTOR PILOT WAS UNABLE TO REGAIN CONTROL TO PREVENT A GROUND LOOP. SUBSEQUENTLY, THE ACFT VEERED OFF THE RWY & WAS DAMAGED ON ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 1253

7/13/84

TUCSON, AZ

A/C Reg. No. N4460E

Time (Lc1) - 0815 MST

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
 4. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
-

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

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) 1,2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1201

8/01/84

MARICOPA,AZ

A/C Reg. No. N6689Q

Time (Lcl) - 0100 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Accident Occurred During -DESCENT

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

Make/Model - GRUMMAN G-164B

Eng Make/Model - P&W R985

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 9000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/008 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MARICOPA,AZ

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - T-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10800

Last 24 Hrs - UNK/NR

Make/Model- 7000

Last 30 Days- UNK/NR

Instrument- 395

Last 90 Days- UNK/NR

Multi-Eng - 1800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ADDED FUEL AND CHEMICALS FOR A TOTAL OF ABOUT 230 GALLONS OF CARGO. THE TEMPERATURE WAS 87 DEGREES AND THE ARPT ELEVATION IS 1100 FT. THE DENSITY ALT WAS NOT COMPUTED AND PERFORMANCE NOT ASSESSED. AFTER TAKEOFF IN A CROSSWIND TURN THE ACFT "QUIT FLYING". THE PLT SAID HE "ADDED POWER" AND DUMPED THE LOAD BUT HIT A POWER LINE WITH THE TAILWHEEL. THE ACFT BOUNCED AND NOSED OVER. THE ACTUAL IMPACT WAS ON A DOWNWIND HEADING AS HE WAS TURNING 180 DEGREES TO SPRAY A FIELD JUST ADJACENT TO THE AIRPT. THE PLT MADE NO RECOMMENDATIONS FOR PREVENTION OF FURTHER ACCIDENTS OF THIS TYPE.

Brief of Accident (Continued)

File No. - 1201

8/01/84

MARICOPA,AZ

A/C Reg. No. N6689Q

Time (Lc1) - 0100 MST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - EXCEEDED
6. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - TEMPERATURE EXTREMES
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
9. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND
10. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

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

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) 2,4,8,9,10

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1306 1/12/84 TRACY,CA

A/C Reg. No. N5054T

Time (Lc1) - 0742 PST

-----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

Crew

Pass

Fatal

1

2

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----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-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LAS VEGAS,NV

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TRACY MUNICIPAL
Runway Ident - 25
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 774
Make/Model- UNK/NR
Instrument- 95
Last 24 Hrs - 1
Last 30 Days- 10
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT DEPARTED UNDER INSTRUMENT METEOROLOGICAL CONDITIONS, WITH VISIBILITY RESTRICTED TO ONE QUARTER MILE BY FOG. THE CEILING WAS OBSCURED. AFTER DEPARTURE WITNESSES HEARD THE AIRCRAFT MAKE WHAT APPEARED TO BE A LEFT TURN. NEXT THEY HEARD THE ENGINE SOUND INCREASE FOLLOWED BY A LOUD THUD. THE ACFT WAS FOUND WHERE IT HAD IMPACTED AN EMBANKMENT, NEXT TO A ROAD ON RELATIVELY LEVEL TERRAIN, APPROXIMATELY 1/8 MI FROM THE DEPARTURE END OF RWY 25. NO EYEWITNESSES TO THE ACCIDENT COULD BE LOCATED. AN INVESTIGATION REVEALED THAT THE PLT HAD CALLED THE SACRAMENTO FSS BY TELEPHONE. AT 0771, HE OBTAINED AN IFR CLEARANCE WITH A VOID TIME OF 0730. THERE WERE NO FURTHER COMMUNICATIONS BETWEEN THE PLT & THE FSS. BEFORE TAKEOFF, THE ACFT WAS PARKED ABOUT 2 MIN TAXI TIME FROM RWY 25. ACCORDING TO THE FAA INSTRUMENT FLYING HANDBOOK, AC 61-27B, 5 MIN IS NEEDED FOR GYRO INSTRUMENTS TO BE OPERATIONAL. HOWEVER, THE ACTUAL TIME ALLOWED BY THE PLT (FOR THE INSTRUMENTS TO BECOME OPERATIONAL) IS NOT KNOWN.

Brief of Accident (Continued)

File No. - 1306

1/12/84

TRACY, CA

A/C Reg. No. N5054T

Time (Lc1) - 0742 PST

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

Finding(s)
1. UNDETERMINED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1364

1/21/84

SOLEDAD, CA

A/C Reg. No. N96956

Time (Lc1) - 0007 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MONTEREY, CA
Destination
HAYWARD, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - C-182Q

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2958
Last 24 Hrs	13
Last 30 Days	45
Last 90 Days	88

Make/Model- 178
Instrument- 114

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO THE SIDE OF A HILL AT ABOUT 1500 FT MSL IN A 50 DEGREE NOSE DOWN ATTITUDE. THE PLT HAD ENCOUNTERED WEATHER ON A NIGHT VFR FLT. HE WAS ATTEMPTED TO RETURN THE ACFT FOR A SCHEDULED CLUB FLT THE NEXT MORNING. HE HAD PREVIOUSLY PLANNED AN EARLY AM DEPARTURE BUT WAS DOUBTFUL OF THE MORNING WEATHER AND HE MADE THE NIGHT DEPARTURE EVEN THOUGH VFR FLT WAS NOT RECOMMENDED. HIS ROUTE OF FLT WAS BASICALLY NORTH AND THE CRASH OCCURRED ON A SOUTHERLY HEADING. WITNESSES IN THE AREA HEARD AN ACFT AROUND MIDNIGHT. IT WAS RAINY AND FOGGY AT THE TIME. THE ACCIDENT SITE WAS ABOUT 40 MILES SE OF DEPARTURE POINT. DESTINATION WAS ABOUT 60 MILES NORTH.

Brief of Accident (Continued)

File No. - 1364

1/21/84

SOLEDAD, CA

A/C Reg. No. N96956

Time (Lcl) - 0007 PST

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

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION, PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. IFR PROCEDURE - INADVERTENT - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN
7. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

8. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1252 2/10/84 HAYWARD, CA A/C Reg. No. N4552Q Time (Lcl) - 1938 PST

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

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

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO-360-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAN FRANCISCO, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HAYWARD AIR TERMINAL
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 28R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3536/ 75
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - VFR	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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 378
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 144
		Instrument- 60
		Multi-Eng - 1
		Last 30 Days- 17
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

COMPLETING A NIGHT INSTRUMENT PRIVATE PILOT BIENNIAL FLIGHT REIVEW, THE ACFT WAS ISSUED LANDING CLEARANCE FOR RWY 28L. ON SHORT FINAL THE PVT PLT BEGAN TO ALIGN THE ACFT TO LAND ON RWY 28R WHICH WAS CLOSED FOR MAINTENANCE & NOT ILLUMINATED. THE INSTRUCTOR PLT BECAME AWARE OF THE INTENT TO LAND ON THE CLOSED RWY & INSTRUCTED THE PLT TO ABORT THE LANDING ATTEMPT. THE ACFT TOUCHED DOWN ON RWY 28R AND COLLIDED WITH A CONCRETE CONSTRUCTION BLOCK.

Brief of Accident (Continued)

File No. - 1252

2/10/84

HAYWARD, CA

A/C Reg. No. N4552Q

Time (Lcl) - 1938 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. ATC CLEARANCE - NOT FOLLOWED - DUAL STUDENT
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NOT OPERATING
 4. WRONG RUNWAY - SELECTED - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 6. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - DUAL STUDENT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1277 3/22/84 LAKEPORT, CA A/C Reg. No. N6470K Time (Lcl) - 1301 PST

-----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

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

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

Make/Model - REPUBLIC RC-3
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 3150
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A8215B9F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 215 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- 280/005 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
LAKEPORT, CA
Destination
CLEAR LAKE, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND, SE SEA, ME SEA

Age - 64

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 8000	Last 24 Hrs	- UNK/NR
Make/Model	- 2000	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- 4000	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT ON HIS PREFLIGHT HE FOUND THE ENG COMPRESSION & OIL LEVEL TO BE LOW BUT AFTER SERVICING THE OIL TO THE PROPER LEVEL HE DEPARTED & ON INITIAL CLIMB, AFTER REACHING ABOUT 100 FT AGL, THE ENG STARTED POPPING & LOSING RPM. THE PLT MADE A LEFT TURN TO AVOID OBSTACLES & LANDED IN A SMALL GRAPE VINEYARD. POST CRASH EXAMINATION OF THE ENG REVEALED LOW COMPRESSION & EXCESSIVE OIL CONSUMPTION DUE TO WEAR. THE ACFT HAD BEEN OPERATED WITH AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 1277

3/22/84

LAKEPORT, CA

A/C Reg. No. N6470K

Time (Lc1) - 1301 PST

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
 2. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION
 3. ENGINE ASSEMBLY, PISTON - WORN
 4. ENGINE ASSEMBLY, VALVE - MOVEMENT RESTRICTED
 5. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
 6. FLUID, FUEL GRADE - IMPROPER
 7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - 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) 1,2,3,4,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1333

4/23/84

SAN CARLOS, CA

A/C Reg. No. N3162R

Time (Lcl) - 1055 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

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

Make/Model - CESSNA 182L

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2800

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 265 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TRUCKEE, CA

Destination

SAN CARLOS, CA

Airport Proximity

ON AIRPORT

Airport Data

SAN CARLOS

Runway Ident - 30

Runway Lth/Wid - 2600/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 44

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 - 63 Last 24 Hrs - 3

Make/Model- 29 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE FOUR UNSUCCESSFUL LANDING ATTEMPTS FOLLOWED EACH TIME BY A GO-AROUND. THE FIRST ATTEMPT THE ACFT BOUNCED ON LANDING. THE SECOND ATTEMPT THE ACFT BOUNCED SEVERAL TIMES. THE THIRD ATTEMPT THE PLT STATED THAT THE WIND PUSHED THE ACFT FROM OVER THE RWY. THE FOURTH ATTEMPT THE ACFT WENT OFF THE SIDE OF THE RWY. THE ACFT WAS LANDED ON THE FIFTH ATTEMPT. AFTERWARDS IT WAS NOTED THAT THE FIRE WALL WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1333

4/23/84

SAN CARLOS, CA

A/C Reg. No. N3162R

Time (Lc1) - 1055 PST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1332

4/24/84

MODESTO, CA

A/C Reg. No. N9591G

Time (Lcl) - 1219 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA U206F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 31C/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HUNTINGTON BCH, CA
Destination
WOODLAND, CA

Airport Proximity
ON AIRPORT

Airport Data

MODESTO CITY
Runway Ident - 28
Runway Lth/Wid - 5911/ 150
Runway Surface - DIRT
Runway Status - DRY
HIGH VEGETATION

ATC/Airspace

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

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

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1539
Make/Model - 43
Instrument - 153
Multi-Eng - 320
Last 24 Hrs - 2
Last 30 Days - 13
Last 90 Days - 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT DEPARTED AT 0950 HRS WITH 55 TO 60 GALS OF FUEL ON BOARD. AT 1219 HRS THE ACFT WAS CRUISING AT 6500 FT WHEN TOTAL POWER LOSS OCCURRED. THE PILOT ATTEMPTED A FORCED LANDING ON RWY 28 AT MODESTA CITY ARPT. PILOT WAS UNABLE TO FLY THE ACFT TO THE ARPT AND LANDED HARD ABOUT 300 FT SHORT OF THE RWY. EXAMINATION OF THE ACFT DISCLOSED FUEL STAINS TRAILING FROM THE FUEL CAPS TO THE TRAILING EDGES OF THE WINGS. THE FUEL CAPS WERE DETERMINED NOT TO BE SEATING PROPERLY AND ALLOWING FUEL TO SIPHON.

Brief of Accident (Continued)

File No. - 1332

4/24/84

MODESTO,CA

A/C Reg. No. N9591G

Time (Lcl) - 1219 PST

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

Finding(s)

1. FUEL SYSTEM,CAP - LOOSE
2. FLUID,FUEL - SIPHONING
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1331

4/28/84

VACAVILLE, CA

A/C Reg. No. N40329

Time (Lcl) - 1315 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MAULE M-4-220C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A-350-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/020 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
CONCORD, CA
Destination
VACAVILLE, CA

Airport Proximity
ON AIRPORT

Airport Data

NUT TREE
Runway Ident - 01
Runway Lth/Wid - 3800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

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

Total	- 2987	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	1
Multi-Eng	- 7		

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS CONDUCTED FOR A SALES DEMONSTRATION. BOTH OCCUPANTS WERE PILOTS. TWO LANDINGS WERE PERFORMED BY THE ACFT OWNER. THE THIRD LANDING WAS PERFORMED BY THE PROSPECTIVE BUYER AND DURING TOUCHDOWN THE ACFT BOUNCED. THE OWNER APPLIED POWER TO RECOVER. THE BUYER APPLIED RIGHT BRAKE. THE ACFT VEERED OFF THE RUNWAY, GROUND LOOPED AND WENT INTO A DITCH.

Brief of Accident (Continued)

File No. - 1331

4/28/84

VACAVILLE, CA

A/C Reg. No. N40329

Time (Lc1) - 1315 PST

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

Finding(s)

1. LEVEL OFF - IMPROPER - COPILOT

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

Finding(s)

2. CONTROL INTERFERENCE
3. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
5. GROUND LOOP/SWERVE - INITIATED - COPILOT

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

Finding(s)

6. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1241

5/05/84

HAYWARD, CA

A/C Reg. No. N53BT

Time (Lcl) - 1718 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass
Other

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

Make/Model - TAYLOR SMITH MINI DSA-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1000
No. of Seats - 1

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 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- 260/010 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TRACY, CA
Destination
HAYWARD, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - 58

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1100	Last 24 Hrs - 9
Make/Model- 173	Last 30 Days- 21
Instrument- 200	Last 90 Days- 28
Multi-Eng - 100	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO ACFT LANDED IN TRAIL AND THE LEAD ACFT (N53BT) WAS TAXIING OFF THE RWY WHEN STRUCK IN THE REAR BY THE OTHER ACFT (N3428).

Brief of Accident (Continued)

File No. - 1241

5/05/84

HAYWARD,CA

A/C Reg. No. N53BT

Time (Lc1) - 1718 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1241

5/05/84

HAYWARD,CA

A/C Reg. No. N3528

Time (Lcl) - 1718 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 Crew
NONE Pass
Other

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

Make/Model - OLSON MINI-PLANE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/010 KTS
Visibility - 25.0. SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TRACY,CA
Destination
HAYWARD,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 358	Last 24 Hrs	- 7
Make/Model	- 11	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 9
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS ACFT LANDED IN TRAIL BEHIND A LEAD ACFT (N53BT) AND BOUNCED ON LANDING. DURING HIS RECOVERY PROCEDURES HE OVERTOOK AND COLLIDED WITH THE LEAD ACFT.

Brief of Accident (Continued)

File No. - 1241

5/05/84

HAYWARD, CA

A/C Reg. No. N3528

Time (Lc1) - 1718 PDT

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. PROPER TOUCHDOWN POINT - IMPROPER - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1251

5/10/84

HAWTHORNE, CA

A/C Reg. No. N67522

Time (Lc1) - 1505 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 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- 240/010 KTS

Visibility - 9.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAWTHORNE, CA

Destination

HAWTHORNE, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

HAWTHORNE MUNI

Runway Ident - 25

Runway Lth/Wid - 4956/ 100

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	Last 24 Hrs	Last 30 Days	Last 90 Days
24	3	11	24

Make/Model- 24

Instrument- 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FIRST GROUND SUPERVISED SOLO FLIGHT, THE TOWER CONTROLLER NOTICED A TONE CHANGE IN THE STUDENT PILOT'S VOICE WHILE ON DOWN WIND LEG OF THE TRAFFIC PATTERN. ON BASE LEG THE STUDENT DID NOT EXTEND THE SECOND INCREMENT OF FLAPS AS ROUTINELY INSTRUCTED. ON SHORT FINAL THE STUDENT REALIZED THE MISTAKE AND EXTENDED FULL FLAPS. THE ACFT TOUCHED DOWN HARD ON THE NOSE LANDING GEAR & MADE SEVERAL BOUNCES ON THE RWY PRIOR TO COMING TO REST.

Brief of Accident (Continued)

File No. - 1251

5/10/84

HAWTHORNE, CA

A/C Reg. No. N67522

Time (Lc1) - 1505 PDT

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

Finding(s)

1. LOWERING OF FLAPS - DELAYED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
 3. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1279 5/27/84 IRVINE,CA

A/C Reg. No. N4772V

Time (Lcl) - 1545 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - 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/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 - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BORREGO SPRINGS,CA
Destination
SANTA ANA,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 17-30

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

Total	- 8300	Last 24 Hrs	- 2
Make/Model-	8	Last 30 Days-	10
Instrument-	UNK/NR	Last 90 Days-	30
Multi-Eng	- 6000	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE IN CRUISE FLT AT 1200 FT MSL THE ENG POWER WENT TO IDLE, HE SWITCHED TANKS, TURNED ON THE BOOST PUMP, PLACED THE MIXTURE IN THE RICH POSITION BUT TO NO AVAIL. POST CRASH EXAMINATION REVEALED THAT THE FUEL BOOST PUMP DID NOT OPERATE. THE PUMP WAS SUBSEQUENTLY BENCH TESTED & OPERATED OK.

Brief of Accident (Continued)

File No. - 1279

5/27/84

IRVINE,CA

A/C Reg. No. N4772V

Time (Lc1) - 1545 PDT

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

Finding(s)

1. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 2. FUEL SYSTEM,PUMP - INOPERATIVE
 3. FUEL SYSTEM,PUMP - UNDETERMINED
 4. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
 6. LANDING GEAR,NOSE GEAR - OVERLOAD
 7. 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) 1,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1254 6/09/84 OCEANSIDE, CA A/C Reg. No. N2252W Time (Lcl) - 0530 PST

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

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

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

Make/Model - BELL 47G-5	Eng Make/Model - LYCOMING VO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	OCEANSIDE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed - CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	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-----

A SECURITY GUARD WITH NO FLIGHT EXPERIENCE ATTEMPTED TO FLY THE HELICOPTER WHICH HE WAS GUARDING DURING EARLY MORNING HOURS AFTER SUBSTANTIAL ALCOHOLIC BEVERAGE CONSUMPTION. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE WHEN IT TOUCHED DOWN ON THE RT SKID APRX 15 FT FROM WHERE IT HAD BEEN PARKED.

Brief of Accident (Continued)

File No. - 1254

6/09/84

OCEANSIDE, CA

A/C Reg. No. N2252W

Time (Lc1) - 0530 PST

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

Finding(s)

1. JUDGEMENT - POOR - UNQUALIFIED PERSON
 2. AIRCRAFT HANDLING - IMPROPER - UNQUALIFIED PERSON
-

Occurrence #2 ROLL 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1212 6/30/84 YORBA LINDA, CA A/C Reg. No. N735MQ Time (Lcl) - 0415 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

Crew 1

Pass 1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
FULLERTON, CA
Destination
CEDAR CITY, UT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- CALM
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

ATC/Airspace

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

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-150

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-----

AFTER FILING A VFR FLT PLAN, THE NON-INSTRUMENT RATED PLT TOOK OFF DURING DARKNESS. THE TOWER WAS NOT IN OPERATION WHEN HE DEPARTED. AFTER TAKING OFF, THE ACFT WAS OBSERVED MANEUVERING AT AN ESTIMATED ALT OF ABOUT 200 FT. WITNESSES REPORTED THERE WAS NO WIND, BUT THERE WAS A LOW CEILING OR FOG AT ABOUT 200 FT ABOVE THE ACCIDENT SITE. THE ACFT IMPACTED RISING GROUND ON ROLLING TERRAIN & BURNED. NO PREIMPACT FAILURE OR MALFUNCTION OF THE ACFT OR POWERPLANT WAS FOUND.

Brief of Accident (Continued)

File No. - 1212

6/30/84

YORBA LINDA, CA

A/C Reg. No. N735MQ

Time (Lc1) - 0415 PDT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

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. - 1296

7/12/84

RANDBURG, CA

A/C Reg. No. N4697B

Time (Lcl) - 1630 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/002 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LONG BEACH, CA
Destination
RANDBURG, 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 - 31
Runway Lth/Wid - 1200/ 36
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 700	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-----

PLT ATTEMPTED TO LAND ON A 1200 FT LONG AIRSTRIP. HE LANDED THE ACFT WITH A TAILWIND AND TOUCHED DOWN APRX 600 FT FROM THE APCH END OF THE RWY. THE ACFT SKIDDED OFF THE RIGHT SIDE OF THE RWY AND COLLIDED WITH A CATERPILLAR TRACTOR. THE FOUR OCCUPANTS WERE ESTIMATED TO HAVE WEIGHED 1000 LBS COLLECTIVELY. THE DENSITY ALT WAS CALCULATED TO BE 7500 FT. EXAMINATION OF THE PROP AT THE ACCIDENT SITE REVEALED EVIDENCE THAT WAS INDICATIVE OF A HIGH PWR SETTING AT THE TIME OF IMPACT.

Brief of Accident (Continued)

File No. - 1296

7/12/84

RANDBURG,CA

A/C Reg. No. N4697B

Time (Lc1) - 1630 PDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - DOWNHILL
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - VEHICLE
8. GO-AROUND - DELAYED - PILOT IN COMMAND
9. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1203

7/18/84

HUNTINGTON BCH,CA

A/C Reg. No. N8176A

Time (Lc1) - 0854 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/006 KTS
Visibility - 14.0 SM
Lowest Sky/Clouds - 30000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VAN NUYS,CA
Destination
HUNTINGTON BCH,CA

Airport Proximity
ON AIRPORT

Airport Data

MEADOWLARK
Runway Ident - 19
Runway Lth/Wid - 2330/ 36
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	203
Last 24 Hrs	10
Last 30 Days	UNK/NR
Last 90 Days	47

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED THE RWY TO THE LEFT DURING LANDING. UPON CONTACTING SOFT DIRT THE RIGHT MAIN GEAR COLLAPSED AND SEPARATED FROM THE ACFT. ACCORDING TO THE PLT THE ACFT HIT A ROUGH SPOT AND BOUNCED. OTHER DAMAGES WERE DONE TO THE FUSELAGE, THE WINGS AND THE PROPELLER.

Brief of Accident (Continued)

File No. - 1203

7/18/84

HUNTINGTON BCH,CA

A/C Reg. No. N8176A

Time (Lc1) - 0854 PDT

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

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - SOFT
7. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
8. LANDING GEAR, MAIN GEAR - SEPARATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1211

7/21/84

ELK GROVE, CA

A/C Reg. No. N3587S

Time (Lcl) - 0950 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	-APPROACH				

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

Fire NONE
Crew 0
Pass 0

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

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

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/007 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MODESTO, CA
Destination
ELK GROVE, CA

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

SUNSET SKYRANCH
Runway Ident - 11
Runway Lth/Wid - 2780/ 35
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 65
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED SEVERAL TIMES DURING LANDING ACCORDING TO A PLT WITNESS NEAR THE RWY. DURING THE BOUNCES THE ACFT LEFT THE RWY IN A CROSSWIND. THE DAMAGE TO THE ACFT WAS ESTIMATED AS MINOR UP TO THIS TIME. THE PLT OF THE ACCIDENT ACFT DECIDED TO TRY TO REENTER THE RWY AND GO-AROUND. DURING THIS PROCESS THE ACFT BOUNCED INTO A RWY LIGHT AND WAS DAMAGED. THE TAKEOFF WAS CONTINUED AND ANOTHER LANDING ACCOMPLISHED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1211

7/21/84

ELK GROVE, CA

A/C Reg. No. N3587S

Time (Lc1) - 0950 PDT

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

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
6. GO-AROUND - IMPROPER - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - RUNWAY LIGHT

-----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. - 1202 7/28/84 DELHI, CA

A/C Reg. No. N6711Q

Time (Lc1) - 0530 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

0

0

0

1

Accident Occurred During -TAKEOFF

ON GROUND

Pass

0

0

0

0

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

Make/Model - GRUMMAN G-164B

Eng Make/Model - P&W R-985-AW14B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/003 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

DELHI, CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - G-164B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7721

Make/Model- 2421

Instrument- 0

Last 24 Hrs - 6

Last 30 Days- 80

Last 90 Days- 119

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF SO EARLY IT WAS DESCRIBED BY A WITNESS AS STILL BEING DARK. THE ELEVATION OF THE ACCIDENT WAS HIGHER THAN THE TAKEOFF POINT. THE OPERATOR SAID THE PLT TENDED TO BE EASY ON THE EQUIPMENT AND THROTTLED BACK SHORTLY AFTER TAKEOFF. HE STATED THAT THE ENGINE SOUNDED NORMAL UNTIL IMPACT WITH THE TREES. THERE WAS NO WIND. IN THE OPINION OF THE OPERATOR THE PLT GOT BEHIND THE POWER CURVE BEFORE HE REALIZED IT. THE PLT DUMPED THE LOAD AT SOME POINT IN THIS OCCURRENCE.

Brief of Accident (Continued)

File No. - 1202

7/28/84

DELHI,CA

A/C Reg. No. N6711Q

Time (Lc1) - 0530 PDT

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

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND
7. 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) 2,5,6,7

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. - 1210 8/18/84 COALINGA, CA A/C Reg. No. N86644 Time (Lcl) - 1145 PDT

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

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

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	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	SANTA MONICA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORTLAND, OR	
Wind Dir/Speed- 330/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6188
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 880
	Aircraft Type - C-310	Instrument- 247
		Multi-Eng - 22
		Last 24 Hrs - 2
		Last 30 Days- 85
		Last 90 Days- 374

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK POWER LINES ABOUT 50 FT AGL WHILE ON A X-COUNTRY. THE PLT MADE A SUCCESSFUL LANDING AFTER THE COLLISION AT AN ARPT ABOUT 30 MILES AWAY. THE PLT SAID THE ACCIDENT COULD HAVE BEEN PREVENTED BY NOT FLYING SO LOW.

Brief of Accident (Continued)

File No. - 1210

8/18/84

COALINGA, CA

A/C Reg. No. N86644

Time (Lcl) - 1145 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1314

8/27/84

YUCAIPA, CA

A/C Reg. No. N15699

Time (Lcl) - 1024 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

4

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

REDLANDS, CA

Destination

LAS VEGAS, NV

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

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - NO

Months Since - 30

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 175

Make/Model- 104

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- 3

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED WITH ITS' WING DIPPING AS IT FLEW LOW OVER A VALLEY. THE ACFT THEN TOUCHED DOWN IN A FLD, COLLIDED WITH A BOULDER AND A TRACTOR TRAILER. EXAMINATION OF THE ACFT DISCLOSED NO EVIDENCE OF A MALFUNCTION. THE ACCIDENT SITE IS 6 MILES EAST OF THE DEPARTURE ARPT. THE TERRAIN BETWEEN THE ARPT AND THE ACCIDENT SITE SLOPES UP 6 DEG. ARPT ELEV 1572 FT, DENSITY ALT 4000 FT. ACCIDENT SITE ELEV 2650 FT, DENSITY ALT 5100 FT. OAT 90 DEG AND FLAPS EXTENDED DOWN 10 DEG.

Brief of Accident (Continued)

File No. - 1314

8/27/84

YUCAIPA, CA

A/C Reg. No. N15699

Time (Lcl) - 1024 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - TAILWIND
 3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - VEHICLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1298 2/20/84 FRANKTOWN, CO A/C Reg. No. N89182 Time (Lcl) - 1500 MST

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

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

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

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

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

<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- 130/004 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ENGLEWOOD, CO</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1062</p> <p>Make/Model- 225</p> <p>Instrument- 89</p> <p>Multi-Eng - 13</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- 60</p> <p>Last 90 Days- 121</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED CIRCLING FOR ABOUT 10 MINUTES. AFTERWARDS, PWR DECREASED AND THE ACFT DESCENDED. DURING DESCENT AN OCCASIONAL BURST OF PWR WAS HEARD. WHEN THE ACFT NEARED THE GROUND IT NOSED UP & DOWN ALONG WITH AN INCREASE IN ENG PWR. WITNESSES STATED THE ACFT THEN ROLLED INVERTED, BECAME UP RIGHT AND PITCHED SOWN. THE ACFT DESCENDED INTO THE TERRAIN. EXAMINATION OF THE ACFT DISCLOSED NO EVIDENCE OF ANY MALFUNCTION. THIS WAS THE STUDENT'S FIRST FLT SINCE AUGUST, 1980.

Brief of Accident (Continued)

File No. - 1298

2/20/84

FRANKTOWN, CO

A/C Reg. No. N89182

Time (Lcl) - 1500 MST

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

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
2. AIRSPEED(VS) - NOT MAINTAINED -
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. STALL - INADVERTENT -

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

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED
6. TERRAIN CONDITION - OPEN FIELD

-----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. - 1295 3/10/84 CRAIG,CO A/C Reg. No. N231F Time (Lcl) - 0820 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - MOONEY AIRCRAFT CORP. M20K	Eng Make/Model - CONTINENTAL TS10-360-GB1	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 4	Rated Power - 210 HP		

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

Weather Data

Wx Briefing - NWS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 090/002 KTS
Visibility - .130 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OBSCURED
Obstructions to Vision- GROUND FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BROOMFIELD,CO
Destination
CRAIG,CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CRAIG MOFFAT
Runway Ident - 07
Runway Lth/Wid - 5600/ 100
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - M20K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 802	Last 24 Hrs - 1
Make/Model- 67	Last 30 Days- 5
Instrument- 111	Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED & HEARD THE PLT MAKING AN APCH & SUBSEQUENT GO-AROUND OR PASS OVER THE GROUND AT THE ARPT. HEAVY FOG CONDITIONS EXISTED WHICH WERE BELOW IFR MINIMUMS. THE PLT FAILED TO REALIZE HIGHER TERRAIN EXSISTED NORTH OF THE ARPT. THE ACFT COLLIDED WITH THE HIGHER SNOW COVERED TERRAIN. POST CRASH EXAMINATION REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT FLT CONTROLS, STRUCTURE OR ENG PRIOR TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1295

3/10/84

CRAIG,CO

A/C Reg. No. N231F

Time (Lc1) - 0820 MST

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

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED
 7. TERRAIN CONDITION - RISING
-

----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) 1,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1231

7/05/84

EAGLE, CO

A/C Reg. No. N2463W

Time (Lcl) - 1300 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - SCHWEIZER SGS 2-33
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 2

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

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- 260/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

EAGLE COUNTY
Runway Ident - UNK/NR
Runway Lth/Wid - 5000/ 60
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)
COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 58

Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	6
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TURNED AT A LOW ALT IN HIGH DENSITY ALT ON FINAL APPROACH AND STALLED AT ABOUT 20 FT AGL. THE GLIDER CONTACTED THE RWY AND GROUND LOOPED.

Brief of Accident (Continued)

File No. - 1231

7/05/84

EAGLE,CO

A/C Reg. No. N2463W

Time (Lcl) - 1300 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. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 4. STALL - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1267 7/07/84 GRANBY, CO A/C Reg. No. NONE Time (Lcl) - 1035 MDT

-----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

Crew
Pass

Fatal
1
0

Injuries

Serious Minor
0 0
0 0

None
0
0

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

Make/Model - EIPPER QUICKSILVER MXL
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 254
No. of Seats - 1

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 30 HP

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

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

Weather Data

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

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

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

Age - 52
Biennial Flight Review
Current - NO
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 500
Make/Model- 56
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-----

REPORTEDLY, THE PLT WAS FLYING AT LOW ALTITUDE OVER A LAKE & HAD TO PULL UP TO CROSS OVER A DAM. AFTER CROSSING THE DAM, HE BEGAN TO DESCEND, BUT THE ULTRALIGHT VEHICLE COLLIDED WITH POWER LINES ON THE DOWN RIVER SIDE OF THE DAM. THE POWER LINES WERE ABOUT 135 FT ABOVE THE TERRAIN ON THAT SIDE OF THE DAM. AFTER HITTING THE LINES, THE VEHICLE FLIPPED UPSIDE DOWN & WENT INTO THE GROUND WITH FULL POWER. AN EXAM OF THE WRECKAGE REVEALED EVIDENCE THAT THE PLT ATTEMPTED TO DEPLOY THE PARACHUTE THAT WAS ATTACHED TO THE AIRFRAME. THE POWER LINES WERE NOT MARKED & WOULD HAVE BEEN HARD TO SEE WITH TERRAIN FEATURES IN THE BACKGROUND.

Brief of Accident (Continued)

File No. - 1267

7/07/84

GRANBY, CO

A/C Reg. No. NONE

Time (Lc1) - 1035 MDT

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

Finding(s)

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

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

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) 1,2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1385

7/21/84

DURANGO, CO

A/C Reg. No. N5754K

Time (Lcl) - 1500 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - BELL 206B

Landing Gear - SKID

Max Gross Wt - 3200

No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 317 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- 180/008 KTS

Visibility - 75.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TALL TIMBERS LD, CO

Destination

DURANGO, CO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRAVEL

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

NONE

HELICOPTER

Age - 37

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5380

Make/Model- 1800

Instrument- 0

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 180

Rotorcraft - 5380

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT ENGINE QUIT AS THE PLT MANEUVERED OVER A RIDGE LINE AFTER OPERATING OVER 1 HOUR WITHOUT REFUELING EVEN THOUGH FUEL WAS AVAILABLE AT THE LAST STOP. THE PLT SAID THE FUEL GAGES INDICATED 6 GALLONS OF FUEL REMAINING. OF THIS ABOUT 2 ARE UNUSABLE IN LEVEL CRUISE AND MORE UNUSABLE WHEN MANEUVERING. THE FAA INSPECTOR WHO DRAINED THE ACFT AFTER THE ACCIDENT SAID ABOUT 4 GALLONS WERE ON BOARD. THE PLT WAS ONLY 5 MILES FROM DESTINATION WHEN FLAMEOUT OCCURRED, WHICH CAN OCCUR FROM FUEL FLOW INTERRUPTION WHEN "SLOSHING" DURING MANEUVERS. THE ENGINE WILL NOT RE-IGNITE UNLESS IT HAS IGNITION SUCH AS AN AUTO RELIGHT WHICH THIS ACFT DID NOT HAVE. THE PLT DID NOT MENTION ANY ATTEMPTS TO RESTART.

Brief of Accident (Continued)

File No. - 1385

7/21/84

DURANGO, CO

A/C Reg. No. N5754K

Time (Lc1) - 1500 MDT

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

Finding(s)
1. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1307

5/20/84

GEORGETOWN, DE

A/C Reg. No. N75SP

Time (Lcl) - 1950 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PUBLIC				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-TAKEOFF				
		Crew			
		Pass			
		0	1	1	0
		0	0	0	0

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

Fire
NONE

Crew
Pass

Fatal 0
Serious 1
Minor 1
None 0

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

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 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- 140/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 12000 FT
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - 206L-1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 1534	Last 24 Hrs	- 6
Make/Model-	919	Last 30 Days-	24
Instrument-	117	Last 90 Days-	95
Multi-Eng -	19	Rotorcraft -	877

Instrument Rating(s) - HELICOPTER

-----Narrative-----

AFTER PERFORMING POLICE PATROL ACTIVITIES, THE AIRCREW LANDED, REFUELED THE HELICOPTER, THEN TOOK OFF TO PRACTICE AUTOROTATIVE LANDINGS. TWO AUTOROTATIVE LANDINGS WERE MADE ON RWY 22, THEN 2 MORE WERE MADE ON AN ADJACENT GRASS AREA. AFTER THE 2ND LANDING ON THE GRASS, THE PLT STARTED TO TAKE OFF AGAIN. HE STATED THE HELICOPTER WAS TRAVELING LEVEL ALONG THE GROUND WITH VERY LITTLE WEIGHT ON THE SKIDS AT A SPEED OF 5 TO 10 MPH. HE THEN SAW A DRAINAGE DITCH, SURROUNDED BY HI GRASS, ABOUT 10 FT AHEAD. HE APPLIED POWER & INCREASED THE COLLECTIVE TO CLEAR THE DITCH. REPORTEDLY, THE SOUNDS OF THE ENG INCREASED; HOWEVER, THE HELICOPTER STARTED TO ROLL & YAW TO THE RIGHT. ALSO, THE POWER WAS REPORTEDLY REDUCED TO CORRECT THE YAW, BUT THE HELICOPTER'S RIGHT SKID CONTACTED THE TURF, THE ACFT ROLLED TO THE RIGHT & THE MAIN ROTORS CONTACTED THE GROUND. AN EXAM OF THE ENG & AIRFRAME WERE MADE, BUT NO PRE-CRASH, MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1307

5/20/84

GEORGETOWN,DE

A/C Reg. No. N75SP

Time (Lc1) - 1950 EDT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. TERRAIN CONDITION - DITCH
5. LIFT-OFF - INITIATED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ROLL 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) 6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1213 2/23/84 SARASOTA, FL A/C Reg. No. N710SC Time (Lcl) - 1551 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	2	1	0	0

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

Make/Model - PIPER PA-30
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/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 - 320/012 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
ST.AUGUSTINE, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SARASOTA-BRADTON
Runway Ident - 32
Runway Lth/Wid - 7003/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 12645	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-----

SHORTLY AFTER TAKEOFF THE ACFT ENTERED A DESCENDING LEFT TURN, STRUCK A WIRE, A CAR, AND A TREE BEFORE CONTACTING A BUILDING AND EXPLODING. A PASSENGER REPORTED THAT THE STALL WARNING HORN HAD ACTIVATED AT LEAST TWICE DURING THE INITIAL TAKEOFF CLIMB PRIOR TO THE ACFT ENTERING THE LEFT DESCENDING TURN. WITHIN SECONDS AFTER CONTACTING THE BUILDING THE ACFT EXPLODED. INVESTIGATION REVEALED THERE WAS APRX 3600 FT OF USABLE RWY AVAILABLE AT THE POINT OF THE INTERSECTION TAKEOFF WHICH WAS REQUESTED BY THE PLT. WEIGHT AND BALANCE CALCULATIONS INDICATE THE ACFT WAS APRX 172 LBS OVER MAX GROSS WEIGHT AT TAKEOFF. NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1213

2/23/84

SARASOTA, FL

A/C Reg. No. N710SC

Time (Lcl) - 1551 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - WIRE, STATIC
6. OBJECT - TREE(S)
7. OBJECT - BUILDING(NONRESIDENTIAL)

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

Finding(s)

8. TERRAIN CONDITION - GROUND

Occurrence #4 EXPLOSION
Phase of Operation OTHER

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

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

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. - 1255 3/10/84 JACKSONVILLE, FL A/C Reg. No. N25237 Time (Lc1) - 1535 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CRAIG MUNICIPAL
Runway Ident - 04
Runway Lth/Wid - 4001/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----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-WAIVERS/LIMIT
Flight Time (Hours)
Total - 54 Last 24 Hrs - 0
Make/Model- 54 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT WAS MAKING A LOCAL PRACTICE FLT. WITNESSES OBSERVED THE ACFT BANK SHARPLY TO THE LEFT IMMEDIATELY AFTER LIFT OFF & MAINTAIN A NOSE HIGH ATTITUDE. THE ACFT COLLIDED WITH THE GROUND ON THE AIRPORT SEPARATING THE LEFT WING PRIOR TO COMING TO REST. POST CRASH INSPECTION OF THE ACFT DID NOT DISCLOSE ANY MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1255

3/10/84

JACKSONVILLE, FL

A/C Reg. No. N25237

Time (Lcl) - 1535 EST

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

Finding(s)

1. AIRCRAFT HANDLING - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1256 5/10/84 SUGAR LOAF KEY, FL A/C Reg. No. N487M Time (Lc1) - 1210 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 1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

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

Make/Model	- MOONEY M-18C	Eng Make/Model	- CONTINENTAL A65-8-12	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 850	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 65 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	KEY WEST, FL	
Completeness	Destination	Airport Data
- WEATHER NOT PERTINENT	FT. LAUDERDALE, FL	
Basic Weather		Runway Ident
- VMC		- N/A
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
- 030/012 KTS	Type of Flight Plan	- N/A
Visibility	- NONE	Runway Surface
- 10.0 SM	Type of Clearance	- N/A
Lowest Sky/Clouds	- NONE	Runway Status
- 10000 FT SCATTERED	Type Apch/Lndg	- N/A
Lowest Ceiling		
- 24000 FT BROKEN		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 4664
SE LAND, ME LAND	Months Since - 6	Make/Model	- 129
	Aircraft Type - C-310	Instrument	- 449
		Multi-Eng	- 968
		Last 24 Hrs	- 0
		Last 30 Days	- 26
		Last 90 Days	- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED MAKING SEVERAL PASSES OVER A FRIENDS HOUSE. AT THE END OF THE THIRD PASS DURING, A CLIMBING LEFT TURN, THE RIGHT WING SEPARATED FROM THE ACFT. INSPECTION OF THE WRECKAGE REVEALED WOOD ROT IN THE MAIN WING SPAR. THE LAST KNOWN INSPECTION FOR WOOD AND GLUE JOINT DETERIORATION WAS PERFORMED IN 1982 BY THE PREVIOUS OWNER.

Brief of Accident (Continued)

File No. - 1256

5/10/84

SUGAR LOAF KEY, FL

A/C Reg. No. N487M

Time (Lc1) - 1210 EDT

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

Finding(s)

1. WING - DETERIORATED
2. MAINTENANCE, COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PSNL
3. WING - FAILURE, TOTAL
4. WING - SEPARATION

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1337

8/05/84

KEY LARGO, FL

A/C Reg. No. N3623D

Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	3
Accident Occurred During	-LANDING				

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4600
No. of Seats - 5

Eng Make/Model - CONTINENTAL O-470
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 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- 100/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OCEAN REEF CLUB
Runway Ident - UNK/NR
Runway Lth/Wid - 4000/ 70
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 789	Last 24 Hrs	- 1
Make/Model	- 195	Last 30 Days	- UNK/NR
Instrument	- 195	Last 90 Days	- 29
Multi-Eng	- 412		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED GEAR WAS LOWERED FOR LANDING BUT DOWN & LOCKED LIGHT DID NOT ILLUMINATE. GEAR WAS RECYCLED AND AS OBSERVED THROUGH AN OUTSIDE MIRROR, PLT STATED GEAR APPEARED DOWN. FOLLOWING TOUCHDOWN AND A 75 FT GROUND ROLL THE RT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1337

8/05/84

KEY LARGO, FL

A/C Reg. No. N3623D

Time (Lc1) - 1800 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
3. LANDING GEAR, MAIN GEAR - UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1345 8/05/84 CARRABELLE, FL A/C Reg. No. N5732W Time (Lcl) - 1620 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination ALBANY, GA	Airport Data CARRABELLE FLIGHT
Completeness - N/A		Runway Ident - 23
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4000/ 75
Wind Dir/Speed- 180/007 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 2000 FT SCATTERED	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 303
SE LAND	Months Since - 8	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 47
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

ACFT SWERVED OFF THE RWY AFTER THE PLT HEARD A LOUD POP SOUND. EXAMINATION OF THE AIRCRAFT DISCLOSED THAT THE A MAIN LANDING GEAR ATTACH BOLT HAD SHEARED.

Brief of Accident (Continued)

File No. - 1345

8/05/84

CARRABELLE, FL

A/C Reg. No. N5732W

Time (Lc1) - 1620 EDT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
 2. LANDING GEAR, MAIN GEAR - SEPARATION
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1343 8/16/84 NAVARRE, FL A/C Reg. No. N141OV Time (Lcl) - 1045 CDT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- 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	FT. WALTON MUNI
Wind Dir/Speed	- 300/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	- 2300/ 65
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 71	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 60000
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model	- 30000
GLIDER	Aircraft Type - UNK/NR	Instrument	- 880
		Multi-Eng	- 1060
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT-IN-COMMAND ALLOWED A YOUNG BOY WITH NO PLT LICENSE OR EXPERIENCE TO MANIPULATE THE FLT CONTROLS DURING TAKEOFF. THE BOY PULLED FULL BACK ELEVATOR CONTROL AT ROTATION. THE AIRCRAFT CLIMBED TO APPROXIMATELY 30 TO 50 FT & STALLED, THEN IT DESCENDED BACK TO THE RWY. ON TOUCHDOWN, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1343

8/16/84

NAVARRE, FL

A/C Reg. No. N1410V

Time (Lc1) - 1045 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - UNQUALIFIED PERSON
 4. AIRSPEED - NOT MAINTAINED - UNQUALIFIED PERSON
 5. STALL - INADVERTENT - UNQUALIFIED PERSON
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1336

8/17/84

NAPLES, FL

A/C Reg. No. N4543Y

Time (Lcl) - 0750 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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - BROWN KR-2

Eng Make/Model - REVMaster 67

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 964

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 67 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 - 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

NAPLES MUNICIPAL

Runway Ident - 04

Runway Lth/Wid - 5000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 69

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3985

Make/Model- 1

Instrument- 379

Multi-Eng - 3768

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE FIRST FLT OF THE ACFT A HARD LANDING WAS MADE AND DIRECTIONAL CONTROL WAS LOST. THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY. SUBSTANTIAL DAMAGE WAS SUSTAINED DURING THE HARD LANDING.

Brief of Accident (Continued)

File No. - 1336

8/17/84

NAPLES, FL

A/C Reg. No. N4543Y

Time (Lcl) - 0750 EDT

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

Finding(s)

1. FLARE - MISJUDGED - 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 - ROLL

Finding(s)

3. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1375 8/22/84 WINTER HAVEN, FL A/C Reg. No. N737LZ Time (Lcl) - 0900 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 172
Landing Gear - FLOAT
Max Gross Wt - 2220
No. of Seats - 4

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

ELT Installed/Activated - YES/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 - 5.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

AJC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

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

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

Pilot-In-Command

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

Age - 72

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 25625	Last 24 Hrs -	0
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	2343	Last 90 Days-	42
Multi-Eng -	22295		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED ON GLASSY WATER IN A NOSE LOW ATTITUDE AND NOSED OVER. THE CFI WHO WAS CHECKING OUT AN APPLICANT FOR A SEAPLANE RATING SAID HE WAS PREPARING TO CALL FOR OR ACTUALLY PULLED THE NOSE UP AS THE ACFT FLOATS HIT THE WATER AND WENT UNDER. ACCORDING TO THE CFI THE WATER HAD ABRUPTLY CHANGED TO A GLASSY CONDITION AS THEY FLARED FOR THE LANDING.

Brief of Accident (Continued)

File No. - 1375

8/22/84

WINTER HAVEN, FL

A/C Reg. No. N737LZ

Time (Lc1) - 0900 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - DUAL STUDENT
2. TERRAIN CONDITION - WATER, GLASSY
3. ALTITUDE - MISJUDGED - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1247 8/23/84 FT. PIERCE, FL A/C Reg. No. N704XH Time (Lcl) - 0855 EDT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 050/004 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - 30000 FT</p> <p>Lowest Ceiling - 30000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ST LUCIE CITY</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 9</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 9</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 9</td> </tr> </table>	Total - 9	Last 24 Hrs - 2	Make/Model- 9	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 9
Total - 9	Last 24 Hrs - 2							
Make/Model- 9	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 9							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ON FIRST SOLO FLT MISJUDGED HIS ALT AND LANDED THE ACFT ABOUT 30 FT SHORT OF THE RWY IN THE GRASS. THIS WAS HIS INSTRUCTORS ASSESSMENT OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1247

8/23/84

FT. PIERCE, FL

A/C Reg. No. N704XH

Time (Lc1) - 0855 EDT

Occurrence

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. DISTANCE - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1339 8/25/84 GAINESVILLE,FL A/C Reg. No. N9146J Time (Lc1) - 1055 EDT

-----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 - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 964	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GAINESVILLE,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NAPLES MUNICIPAL
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 2500 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 - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3985
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 379
		Last 90 Days- 50
		Multi-Eng - 3768

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE GEAR TIRE BLEW OUT ON LANDING. DIRECTIONAL CONTROL WAS LOST AND THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1339

8/25/84

GAINESVILLE, FL

A/C Reg. No. N9146J

Time (Lc1) - 1055 EDT

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

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

Finding(s)
2. LANDING GEAR, TIRE - FAILURE, TOTAL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1342 9/01/84 KEY LARGO, FL A/C Reg. No. N1143Z Time (Lcl) - 0930 EDT

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

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

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

Make/Model	- MOONEY M20J	Eng Make/Model	- LYCOMING IO-360-A3B6D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2740	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 140/003 KTS	PORT LARGO	
Visibility	- 8.0 SM	Runway Ident	- 19
Lowest Sky/Clouds	- 2500 FT SCATTERED	Runway Lth/Wid	- 2300/ 25
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 785	Last 24 Hrs - 3
SE LAND	Months Since - 12	Make/Model - 485	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 256	Last 90 Days - 67

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS LANDED DOWNWIND AND TOUCHED DOWN APRX HALF WAY DOWN THE RWY. THE PLT IN AN ATTEMPT TO AVOID AN OVERRUN INTENTIONALLY GROUND LOOPED THE ACFT RESULTING IN A LEFT MAIN GEAR COLLAPSE.

Brief of Accident (Continued)

File No. - 1342

9/01/84

KEY LARGO, FL

A/C Reg. No. N1143Z

Time (Lc1) - 0930 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1234 9/06/84 MARATHON, FL A/C Reg. No. N4499B Time (Lcl) - UNK/NR

-----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 - ILLEGAL
Flight Conducted Under - ILLEGAL FLT.
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

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

Make/Model - PIPER PA-31-350
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - UNK/NR

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

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

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

Weather Data

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

Itinerary

Last Departure Point
UNKNOWN
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COAST GUARD WAS ALERTED TO A DITCHED ACFT IN THE ATLANTIC OCEAN NEAR MARATHON, FL. THE CG FOUND THE WRECKAGE OF A PA-31 AND 27 BALES OF MARIJUANA IN AND AROUND THE WRECKAGE. TWO MEN IN A LIFE RAFT, WHOSE COVER WAS STILL IN THE ACFT, WERE ARRESTED. ATTEMPTS TO REACH THE REGISTERED OWNER OF THE ACFT WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 1234

9/06/84

MARATHON, FL

A/C Reg. No. N4499B

Time (Lc1) - UNK/NR

Occurrence DITCHING

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. FLT WITH INADQT ENROUTE/DESTN FACILITIES - 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. - 1376 1/15/84 LAFAYETTE,GA A/C Reg. No. N2146C Time (Lcl) - 1235 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-360-A1F6D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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- 01C/003 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 500 FT
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- ICE FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHATTANOOGA, TN
Destination
BARTOW, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1442 Last 24 Hrs - UNK/NR
Make/Model- 1266 Last 30 Days- 7
Instrument- 143 Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN AN OPEN FIELD DURING AN UNCONTROLLED DESCENT AFTER ENCOUNTERING FORECAST ICING CONDITIONS. THE PLT HAD RECEIVED WEATHER BRIEFINGS AND FILED A FLT PLAN INTO ICING CONDITIONS IN AN ACFT NOT EQUIPPED TO HANDLE ICING. THE PLT STAYED AT AN ICING LEVEL FOR ABOUT 19 MINUTES, 6 MINUTES OF WHICH WERE WITH HEAVY ICING ACCUMULATING AT THE RATE OF ABOUT 2 INCHES PER MINUTE. AT THIS TIME THE ACFT WAS TOO HEAVY TO CLIMB AND DURING DESCENT, CONTROL WAS LOST AND THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 1376

1/15/84

LAFAYETTE,GA

A/C Reg. No. N2146C

Time (Lc1) - 1235 EST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
5. WING - ICE
6. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1248

9/13/84

CLIMAX,GA

A/C Reg. No. N40184

Time (Lcl) - 0845 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

Fatal

0

Serious

0

Minor

1

None

0

0

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

Make/Model - AYRES S2R-T15

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

No. of Seats - 1

Eng Make/Model - P&W PT6A

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 680 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7000

Make/Model- 3237

Instrument- 15

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS FAMILIAR WITH THE AREA AND WAS AWARE OF THE POWER LINE BUT MISJUDGED HIS CLEARANCE AND INADVERTANTLY COLLIDED WITH THE TOP WIRE. THE WIRE BROKE AND WRAPPED AROUND THE LANDING GEAR OF THE ACFT AND DRAGGED IT DOWN. THE ACFT WAS DESTROYED WHEN IT CRASHED INTO TREES.

Brief of Accident (Continued)

File No. - 1248

9/13/84

CLIMAX,GA

A/C Reg. No. N40184

Time (Lc1) - 0845 EDT

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 OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 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. - 1278 7/03/84 E BRAKE BLK 397,GM A/C Reg. No. N222PV Time (Lcl) - 1330 CDT

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

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

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

Make/Model	- BELL 222UT	Eng Make/Model	- LYCOMING LTS-101-750C1	ELT Installed/Activated	- YES/NO
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 8250	Engine Type	- TURBOSHAFT		
No. of Seats	- 9	Rated Power	- 684 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRSTRIP	
Method	- ACFT RADIO	CORPUS CHRISTI,TX			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		PENROD	
Wind Dir/Speed	- 150/015 KTS			Runway Ident	- UNK/NR
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 80/ 80
Lowest Sky/Clouds	- 3500 FT	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- METAL/WOOD
Lowest Ceiling	- 3500 FT BROKEN	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4656	Last 24 Hrs - 2
NONE	Months Since - 1	Make/Model - 19	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 88	Last 90 Days - 21
			Rotorcraft - 4656

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE IN A HOVERING APPROACH TO LAND ON THE DECK OF AN OIL PLATFORM IN THE GULF OF MEXICO A PIECE OF PLASTIC SHEETING FLEW UP FROM THE PLATFORM INTO THE TAIL ROTOR BLADES. THE AIRCRAFT THEN SLID IN TO A BUILDING ON THE DECK FOLLOWING A HOVERING AUTOROTATION.

Brief of Accident (Continued)

File No. - 1278

7/03/84

E BRAKE BLK 397,GM

A/C Reg. No. N222PV

Time (Lc1) - 1330 CDT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE OBJECTS
2. - FOREIGN OBJECT
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)

-----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. - 1355 7/21/84 HIGH ISL BLK298,GM A/C Reg. No. N2133L Time (Lcl) - 1315 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PETROLEUM HELICOPTERS, IN	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Accident Occurred During	-LANDING						1
							2

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

Make/Model	- BELL 206L-1	Eng Make/Model	- DETROIT DIESE 250-C28	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR	
Max Gross Wt	- 2000	Engine Type	- TURBOSHAFT			
No. of Seats	- 7	Rated Power	- 435 HP			

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	HIGH ISL BLK330,GM	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	HIGH ISL BLK298,GM	
Wind Dir/Speed	- 070/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	-	- COMPANY (VFR)	Runway Lth/Wid
Lowest Ceiling	- 1500 FT BROKEN	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- METAL/WOOD
Condition of Light	- DAYLIGHT	- STRAIGHT-IN	Runway Status
			- DRY

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1858	Last 24 Hrs - 7
SE LAND	Months Since - 0	Make/Model - 671	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 37
			Rotorcraft - 1558

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER SKID CONTACTED A NET FENCE AROUND THE LANDING PLATFORM ON AN OIL RIG. THE SAFETY NET BROKE AND THE ACFT ROCKED OVER THE SIDE OF THE PLATFORM. THE PLT ATTEMPTED TO AUTOROTATE INTO THE WATER. THE LANDING WAS HARD AND ONE FLOAT SEPARATED. THE HELICOPTER ROLLED OVER AND LATER SANK IN 200 FT OF WATER.

Brief of Accident (Continued)

File No. - 1355

7/21/84

HIGH ISL BLK298,GM

A/C Reg. No. N2133L

Time (Lc1) - 1315 CDT

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

Finding(s)

1. OBJECT - FENCE
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - WATER,ROUGH
5. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1379

4/28/84

CARROLL,IA

A/C Reg. No. NONE

Time (Lc1) - 1735 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - RALLY ROTEC 2B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 500
No. of Seats - 1

Eng Make/Model - ROTEC 3440382BOMBAR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 48 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- 300/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARROLL,IA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 28

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 106	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 SEEN MANEUVERING AT LOW ALT IN THE VICINITY OF THE ACCIDENT. THE PLT CIRCLED HIS BROTHER'S HOUSE AT LOW ALT AND THEN PULLED UP ABRUPTLY TO AVOID RISING TERRAIN. IN THE ABRUPT MANEUVER, THE PLT LOST CONTROL OF THE ULTRALIGHT AND IMPACTED THE GROUND. THE PLT SAID HE WAS TRYING TO LAND, BUT SUDDENLY SAW THE RISING TERRAIN AND PULLED UP THE RIGHT WING DROPPED AND THE ACFT NOSED DOWN INTO THE GROUND.

Brief of Accident (Continued)

File No. - 1379

4/28/84

CARROLL,IA

A/C Reg. No. NONE

Time (Lcl) - 1735 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - RISING
 3. PULL-UP - PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - 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) 1,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1388 9/11/84 CEDAR RAPIDS, IA A/C Reg. No. N4066T Time (Lcl) - 1815 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	2

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

Fire
NONE

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

Make/Model - BALLOON WORKS FIREFLY 7
Landing Gear - N/A
Max Gross Wt - 7016
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CEDAR RAPIDS, IA
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)

COMMERCIAL
NONE
FREE BALLOON

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 175	Last 24 Hrs	- UNK/NR
Make/Model-	175	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	49

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON LANDED IN A FIELD AND AS WIND DRIFTED IT, THE ENVELOPE DRAPED OVER A PWR LINE. THE PLT SAID HIS BURNER MALFUNCTIONED AND CAUSED THE INACCURATE LANDING. ANOTHER ACCOUNT WAS TOLD LATER IN WHICH THE PLT SWITCHED TO AN EMPTY PROPANE TANK FOR LANDING. THE BURNER WAS TESTED AFTER THE ACCIDENT AND FUNCTIONED NORMALLY.

Brief of Accident (Continued)

File No. - 1388

9/11/84

CEDAR RAPIDS, IA

A/C Reg. No. N4066T

Time (Lcl) - 1815 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - UNDETERMINED
 3. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1229 7/02/84 SHELLEY, ID A/C Reg. No. N501FH Time (Lcl) - 0715 MDT

-----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 -MANEUVERING

Fire

NONE

Crew

Pass

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

Make/Model - BELL 47G-3B-1

Landing Gear - SKID

Max Gross Wt - 2950

No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-D1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 270 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- 190/006 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SHELLEY, ID

Destination

SHELLEY, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

HELICOPTER

Age - 29

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2134

Make/Model- 364

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 1775

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING AN AG FLT. THE PLT REPORTED THE WINDS WERE 3 TO 5 KTS WITH NO GUSTS WHEN THE ACCIDENT OCCURRED BUT THAT THE WINDS ARE UNPREDICTABLE AT THE BASE OF THE MOUNTAINS AND A GUST OF WIND CAUGHT THE ACFT. THE PLT ALSO STATED THAT THE TURBO CHARGED ENGINE WAS SLOW TO RESPOND TO HIS THROTTLE INPUTS.

Brief of Accident (Continued)

File No. - 1229

7/02/84

SHELLEY, ID

A/C Reg. No. N501FH

Time (Lc1) - 0715 MDT

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

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1221 7/04/84 MOSCOW, ID A/C Reg. No. N7364A Time (Lcl) - 1300 MDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL IO-360-IA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	BAKER, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MOSCOW, ID	NONE
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0' SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 21	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY INTO TALL WET WEEDS DURING A LANDING ON A PRIVATE AGRICULTURAL AIRSTRIP. THE PLT SAID A X-WIND CAUSED THE SWERVE. A WEATHER REPORTING STATION 6 NM AWAY REPORTED THE WIND AS 7 KTS WITH NO GUSTS. THE PLT LANDED TO THE NORTH AND THE REPORTED WIND WAS FROM 160 DEGREES.

Brief of Accident (Continued)

File No. - 1221

7/04/84

MOSCOW, ID

A/C Reg. No. N7364A

Time (Lc1) - 1300 MDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - WET

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

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

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. - 1304 1/09/84 EAST ST. LOUIS,IL A/C Reg. No. N6372C Time (Lc1) - 0920 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE		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 -STANDING						

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - LYCOMING TS10-360-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BELLEVILLE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MAYFIELD,KY	
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 5000 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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1242
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28R	Make/Model- 1242
		Instrument- 68
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FOUND LYING ON THE RAMP UNDER THE FRONT OF THE AIRCRAFT, BLEEDING PROFUSELY FROM SCALP WOUNDS. ALTHOUGH HE WAS UNABLE TO RECALL THE CIRCUMSTANCES PRECEDING THE ACCIDENT, HE NOTED THAT IT WOULD NOT HAVE OCCURRED HAD HE NOT ATTEMPTED TO "PULL THE PROP THRU." BOTH THE MIXTURE AND MAGNETOS WERE SET FOR STARTING.

Brief of Accident (Continued)

File No. - 1304

1/09/84

EAST ST. LOUIS, IL

A/C Reg. No. N6372C

Time (Lcl) - 0920 CST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1301 1/18/84 ROCK FALLS,IL A/C Reg. No. N10502 Time (Lcl) - 1110 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 310/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
ROCK FALLS,IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WHITESIDE COUNTY
Runway Ident - 36
Runway Lth/Wid - 3899/ 100
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2557
Make/Model- 500
Instrument- 55
Multi-Eng - 33
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT STATED THAT THE STUDENT PLT WAS FLYING THE AIRCRAFT. WHILE ON FINAL APPROACH HE ADVISED THE STUDENT PLT TO ADD ENGINE POWER. THE STUDENT DID SO VERY RAPIDLY CAUSING THE ENGINE TO STALL. BEFORE THE ENGINE COULD BE RESTARTED THE AIRCRAFT TOUCHED DOWN SHORT OF THE RUNWAY, COLLIDED WITH A SNOW BANK CAUSING THE NOSE GEAR TO COLLAPSE, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1301

1/18/84

ROCK FALLS, IL

A/C Reg. No. N10502

Time (Lc1) - 1110 CST

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
 3. ENGINE ASSEMBLY - OTHER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
 5. 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1299 1/19/84 ROCKFORD, IL A/C Reg. No. N502RF Time (Lcl) - 1251 CST

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

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

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

Make/Model	- CESSNA 210D	Eng Make/Model	- CONTINENTAL IO-520-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 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- 230/007 KTS</p> <p>Visibility - 12.0 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 ROCKFORD, IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>GREAT ROCKFORD</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 5000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-210</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2000</p> <p>Make/Model- 100</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A MAINTENANCE TEST FLT TO CHECK THE LANDING GEAR HYDRAULIC POWER PAC. HE WAS UNABLE TO LOWER THE MAIN LANDING GEAR AND LANDED WITH THE NOSEWHEEL DOWN. EXAMINATION OF THE HYDRAULIC PAC AFTER THE ACCIDENT REVEALED THAT THE HYDRAULIC SYSTEM HAD NOT BEEN PROPERLY BLED & ENTRAPPED AIR, WHICH RESULTED IN AN EXTREMELY HIGH FLOW OF AIR THRU THE SECONDARY RELIEF VALVE, PREVENTING PROPER SYSTEM OPERATION.

Brief of Accident (Continued)

File No. - 1299

1/19/84

ROCKFORD,IL

A/C Reg. No. N502RF

Time (Lc1) - 1251 CST

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

Finding(s)

1. HYDRAULIC SYSTEM - OTHER
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1289

2/01/84

LACON,IL

A/C Reg. No. N91469

Time (Lc1) - 1630 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 - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PEORIA,IL
Destination
LACON,IL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LACON
Runway Ident - 18
Runway Lth/Wid - 2200/ 50
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

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

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

Age - 18
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 93
Make/Model- 24
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FERRYING THE ACFT TO THE LACON ARPT FOR WINTER STORAGE. ON FINAL APCH SHE TOUCHED DOWN SHORT & STRUCK A SNOW BANK ON THE APCH END OF THE RWY. THE PLT STATED THAT DIFFICULTY IN DEPTH PERCEPTION DUE TO THE SNOW COVERED TERRAIN RESULTED IN TOUCHDOWN SHORT OF THE RWY & COLLISION WITH A SNOWBANK. THE PLT ALSO ATTRIBUTED LACK OF RECENT EXPERIENCE IN MAKE & MODEL IN CONTRIBUTING TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1289

2/01/84

LACON,IL

A/C Reg. No. N91469

Time (Lcl) - 1630 CST

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

Finding(s)
1. TERRAIN CONDITION - SNOW COVERED
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. GO-AROUND - DISREGARDED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,EXPERIENCE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

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

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. - 1245 1/08/84 PITTSBORO, IN A/C Reg. No. N6340B Time (Lcl) - 1730 EST

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

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

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

Make/Model	- CESSNA 150M	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	INDIANAPOLIS, IN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 360/007 KTS	ATC/Airspace	- N/A
Visibility	- 12.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 9000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 11000 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE	- FORCED LANDING	
Precipitation	- NONE		
Condition of Light	- DUSK		

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total	- 6602
SE LAND, ME LAND	Months Since - 10	Make/Model	- 2525
HELICOPTER	Aircraft Type - C-150	Instrument	- 188
		Multi-Eng	- 62
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 155
		Rotorcraft	- 1590

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT MADE A FORCED LANDING ON A ROUGH, SNOW COVERED FIELD AFTER THE ENGINE FAILED. POST ACCIDENT INVESTIGATION SHOWED THET THE EXHAUST VALVE ON #1 CYLINDER PUNCTURED THE CYLINDER.

Brief of Accident (Continued)

File No. - 1245

1/08/84

PITTSBORO, IN

A/C Reg. No. N6340B

Time (Lcl) - 1730 EST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - PENETRATED
 2. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION
-

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 - SNOW COVERED
 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. - 1249 3/15/84 ULYSSES,KS A/C Reg. No. N1021Y Time (Lcl) - 1130 CST

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

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

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

Make/Model - HILLER UH-12B	Eng Make/Model - FRANKLIN 6V4-200-C33	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ULYSSES,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 205
NONE	Months Since - UNK/NR	Make/Model- 47
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 47
		Rotorcraft - 98

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE AN AUTOROTATIVE PRECAUTIONARY LANDING AFTER FEELING VIBRATIONS IN THE ANTI-TORQUE PEDALS. THE ACFT WAS TURNED INTO THE WIND BUT LANDED HARD IN A FIELD. THE PLT UPON EXITING THE ACFT FOUND THE ANTI-TORQUE ROTOR AND GEARBOX MISSING. THEY WERE FOUND 100 YARDS AWAY, BACK ALONG THE FLT PATH. ANALYSIS OF THE FAILED PARTS REVEALED AN AREA OF FATIGUE IN THE ATTACHMENT FITTINGS OF THE ANTI-TORQUE ROTOR AND GEARBOX.

Brief of Accident (Continued)

File No. - 1249

3/15/84

ULYSSES,KS

A/C Reg. No. N1021Y

Time (Lc1) - 1130 CST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR PEDAL - VIBRATION
 2. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
 3. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - OVERLOAD
 4. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION
-

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
 6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 7. AUTOROTATION - IMPROPER - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1287 8/03/84 HUTCHINSON,KS A/C Reg. No. N101SB Time (Lcl) - 0430 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MC CAULLY AIR SERVICE	. SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,MAIL ONLY	Fire	Crew	Fatal	0	Serious	Injuries - Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	None
Accident Occurred During	-TAXI						1 0

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

Make/Model	- CESSNA 401	Eng Make/Model	- CONTINENTAL TSIO-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	HUTCHINSON,KS			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	DODGE CITY,KS		HUTCHINSON	
Wind Dir/Speed	- 190/006 KTS			Runway Ident	- N/A
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- 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)	
COMMERCIAL	Current - YES	Total - 3427	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 6	Make/Model- 700	Last 30 Days- UNK/NR
	Aircraft Type - C-401	Instrument- 344	Last 90 Days- 230
		Multi-Eng - 1419	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF THE PLT TURNED FROM THE TAXIWAY ONTO THE RWY & THE LEFT MAIN GEAR COLLAPSED. POST CRASH EXAMINATION OF THE LEFT GEAR REVEALED THAT THE LDG GEAR WING RIB SUPPORT BRACKET FAILED ALLOWING THE GEAR TO COLLAPSE. A CESSNA SERVICE LETTER SL-76-2 APPLIES TO THIS PROBLEM BUT WAS NOT COMPLIED WITH.

Brief of Accident (Continued)

File No. - 1287

8/03/84

HUTCHINSON,KS

A/C Reg. No. N101SB

Time (Lcl) - 0430 CDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WING,WING RIB - OVERLOAD
2. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
3. MAINTENANCE,SERVICE BULLETINS - DISREGARDED - COMPANY MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

4. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1275 8/08/84 LARNED,KS A/C Reg. No. N22KT Time (Lcl) - 1720 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - TATE SNS-7
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LARNED,KS
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

Age - 56
Biennial Flight Review
Current - NO
Months Since - 36
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - 1000	Last 24 Hrs - UNK/NR
Make/Model- 110	Last 30 Days- UNK/NR
Instrument- 113	Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT SHORTLY AFTER TAKEOFF A LOSS OF PWR OCCURRED. PLT PULLED UP TO FLY OVER PWR LINES RATHER THAN HIT A FENCE UNDER THE LINES. THE ACFT CLEARED THE WIRES THEN STALLED INTO A FIELD. THE PLT STATED THE ENGINE WAS RUNNING ROUGH DURING THE PREVIOUS FLT SO HE ADJUSTED THE FUEL INJECTION SERVO TO THE LEAN SIDE. THE FUEL INJECTION SYSTEM WAS BENCH TESTED AFTER THE ACCIDENT AND NO DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 1275

8/08/84

LARNED,KS

A/C Reg. No. N22KT

Time (Lcl) - 1720 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. OBJECT - WIRE, STATIC
3. PULL-UP - EXCESSIVE - PILOT IN COMMAND
4. 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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1389

8/15/84

GOODLAND,KS

A/C Reg. No. N4413Q

Time (Lcl) - 0730 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

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

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

Make/Model - CESSNA A188A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

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

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

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

Weather Data

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

Wind Dir/Speed- 200/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GOODLAND,KS
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-150

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

Total	- 1350	Last 24 Hrs -	2
Make/Model-	700	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	100

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DESCENDED TO THE CORN FIELD FOR THE 1ST SWATH RUN AFTER RELOADING. THE ACFT DID NOT LEVEL OFF PROPERLY BUT KEPT DESCENDING UNTIL IT WAS IN CONTACT WITH THE CROP. THE ADDITIONAL DRAG CAUSED THE ACFT TO STALL INTO THE GROUND. THE PLT SAID THE ACFT HAD BEEN MISLOADED AND THE OVERLOAD CAUSED THE DESCENT. THE PLT DID NOT INITIATE JETTISON OF THE LOAD DURING THE ENCOUNTER.

Brief of Accident (Continued)

File No. - 1389

8/15/84

GOODLAND,KS

A/C Reg. No. N4413Q

Time (Lc1) - 0730 CDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1208 8/23/84 HILL CITY,KS A/C Reg. No. N269JW Time (Lcl) - 0800 CDT

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

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

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

Make/Model - PIPER PA-36-400	Eng Make/Model - LYCOMING IO-720-A1B	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 - 400 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HILL CITY,KS	0
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	UNKNOWN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 495
SE LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 113
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CLEARED SOME POWER LINES AND DESCENDED TO SPRAY A SUNFLOWER FIELD. THE ACFT DESCENDED UNTIL IT CONTACTED THE FLOWERS WITH THE LANDING GEAR. THE TALL FLOWERS DESTROYED THE LEADING EDGES OF THE ACFT WINGS AND THE LANDING GEAR. THE DRAG SLOWED THE ACFT BUT IT CONTINUED FLT TO AN ADJACENT FIELD WHERE IT LANDED ON THE FUSELAGE.

Brief of Accident (Continued)

File No. - 1208

8/23/84

HILL CITY,KS

A/C Reg. No. N269JW

Time (Lc1) - 0800 CDT

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

Finding(s)

1. TERRAIN CONDITION - CROP
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1398	5/10/84	LAFAYETTE, LA	A/C Reg. No. N3545W	Time (Lcl) - UNK/NR
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-----Basic Information-----

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 7	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	LAFAYETTE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 170/012 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 - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - PA32260	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 HAS BEEN MISSING SINCE 5/10/84. THE OWNER CALLED FOR HIS ACFT PREFLIGHTED AND DEPARTED ON A SOUTHERLY HEADING. AN OFF SHORE OIL RIG SPOTTED A TWIN ENGINE ACFT HEADING SOUTH. SEARCH EFFORTS BY CAP WERE UNSUCCESSFUL. THE PLT GAVE NO INDICATION OF HIS INTENTIONS OR POSSIBLE DESTINATION. THE PLACE OF DEPARTURE IS USED AS AN ARBITRARY LOCATION OF ACCIDENT.

Brief of Accident (Continued)

File No. - 1398

5/10/84

LAFAYETTE, LA

A/C Reg. No. N3545W

Time (Lc1) - UNK/NR

Occurrence

MISSING AIRCRAFT

Phase of Operation

UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1346

5/16/84

ALEXANDRIA, LA

A/C Reg. No. N5641X

Time (Lcl) - 0700 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - ROCKWELL S2R

Eng Make/Model - P & W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 6000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 8.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALEXANDRIA, LA

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

HELICOPTER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 8000

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 950

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A STATIC WIRE BETWEEN TWO ELECTRICAL POLES WHILE MANEUVERING DURING AERIAL APPLICATION. CONTROL WAS MAINTAINED AND THE ACFT RETURNED TO THE AIRPORT AND LANDED WITHOUT FUTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1346

5/16/84

ALEXANDRIA, LA

A/C Reg. No. N5641X

Time (Lc1) - 0700 CDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. OBJECT - WIRE, STATIC
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1396 5/26/84 TALLULAH, LA A/C Reg. No. N6958D Time (Lcl) - 0900 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	-LANDING	IN FLIGHT	Pass 0	0	1	0

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

Make/Model	- PIPER PA-22-150	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
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	OFF AIRPORT/STRIP
Method	- N/A	TALLULAH, LA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	MCCOMB, MS	SCOTT
Wind Dir/Speed	- 200/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 1000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 1600 FT OVERCAST	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- HIGH VEGETATION
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 - 230	Last 24 Hrs - 1
SE LAND	Months Since - 7	Make/Model - 15	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CAUGHT FIRE SHORTLY AFTER TAKEOFF AND THE PLT LANDED IN A WHEAT FIELD. THE NOSEWHEEL DUG INTO THE SOFT FIELD AND THE ACFT NOSED OVER. THIS ACFT HAS BEEN THE SUBJECT OF RECOMMENDATIONS ON WORN AND DETERIORATED FUEL LINES. THE PLTS DESCRIPTION OF HIS ACTIONS DURING THE FORCED LANDING INCLUDE CUTTING THE ENGINE AND THE IGNITION BUT NO MENTION WAS MADE OF CUTTING OFF THE FUEL BY USE OF THE MIXTURE CONTROL OR FUEL SELECTOR.

Brief of Accident (Continued)

File No. - 1396

5/26/84

TALLULAH, LA

A/C Reg. No. N6958D

Time (Lc1) - 0900 CDT

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM, LINE - DETERIORATED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, LINE - WORN
4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
5. ENGINE ASSEMBLY - FIRE
6. REMEDIAL ACTION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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) 1,2,3,4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1387 5/30/84 VENICE, LA

A/C Reg. No. N5777J

Time (Lc1) - 1518 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - POSITIONING

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

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

Make/Model - AEROSPATIALE AS 355 F ECUREUIL Eng Make/Model - ALLISON 250C20F
Landing Gear - EMERGENCY FLOAT Number Engines - 2
Max Gross Wt - 12500 Engine Type - TURBOSHAFT
No. of Seats - 7 Rated Power - 250 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- 012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VENICE, LA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

Age - 37

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - AS355F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3586	Last 24 Hrs	-	3
Make/Model	-	164	Last 30 Days	-	UNK/NR
Instrument	-	110	Last 90 Days	-	163
			Rotorcraft	-	3586

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT LANDED TO SECURE A SEAT BELT FLAPPING ON THE OUTSIDE OF THE FUSELAGE. THE AREA CHOSEN FOR LANDING WAS SOFT AND THE ACFT BEGAN TO SETTLE INTO THE MUD. THE PLT INITIATED TAKEOFF AND WHEN THE ACFT FREED ITSELF FROM THE MUD IT STARTED SPINNING. THE PLT SAID HE LOWERED COLLECTIVE AND THE ACFT DESCENDED. UPON GROUND CONTACT IT ROLLED OVER. PLT RECOMMENDED LANDING ON ONLY KNOWN GOOD SURFACE FOR PRECAUTIONARY LANDING.

Brief of Accident (Continued)

File No. - 1387

5/30/84

VENICE, LA

A/C Reg. No. N5777J

Time (Lc1) - 1518 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. ROTORCRAFT FLIGHT CONTROLS - 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) 4,5

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. - 1311 6/01/84 BELL CITY, LA A/C Reg. No. N8661H Time (Lcl) - 1550 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6075	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 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- 135/007 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 style="padding-left: 20px;">BELL CITY, LA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SOFT</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12000
SE LAND	Months Since - 15	Make/Model- 6000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

A PROPELLER COUNTERWEIGHT BEARING SHAFT FAILED AFTER TAKEOFF AT MAX GROSS WEIGHT. A VIBRATION OCCURRED & THE PLT BEGAN DUMPING HIS LOAD, BUT HE WAS UNABLE TO MAINTAIN ALTITUDE. THE AIRCRAFT LANDED IN SOFT MUD AND NOSED OVER WHEN IT COLLIDED WITH A RICE LEVEE BANK.

Brief of Accident (Continued)

File No. - 1311

6/01/84

BELL CITY, LA

A/C Reg. No. N8661H

Time (Lc1) - 1550 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - DIRT BANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1351 6/21/84 HOUMA, LA A/C Reg. No. N14807 Time (Lcl) - 1615 CDT

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

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

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

Make/Model - BELL/SOLOY 47G-5A	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 274 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOUMA, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	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 BROKEN	Type Apch/Lndg - FORCED LANDING	
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 - YES	Total - 13600
SE LAND	Months Since - 4	Make/Model- 4550
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 194
		Rotorcraft - 10800

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER AUTOROTATED INTO TREES AND MARSH LAND AFTER A PARTIAL LOSS OF POWER. THE ACFT WAS ON A PIPELINE PATROL AT LOW ALT AT THE TIME OF THE POWER LOSS. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT THE FUEL CONTROL GOVERNOR SPRING, P/N 2529242, HAD BROKEN DRIVING THE FUEL CONTROL TO IDLE.

Brief of Accident (Continued)

File No. - 1351

6/21/84

HOUMA, LA

A/C Reg. No. N14807

Time (Lc1) - 1615 CDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - FAILURE, PARTIAL

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

Finding(s)

2. OBJECT - TREE(S)
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - NONE SUITABLE
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

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. - 1242 7/06/84 KILLIAN,LA A/C Reg. No. N33074 Time (Lc1) - 1230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 240/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAMMOND,LA
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 - 47
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED WHILE IN A STEEP BANK AT LOW ALT IN VMC WX. A WITNESS WHO KNEW THE PLT SAID HE HEARD THE ACFT APPROACHING, WENT OUTSIDE HIS HOUSE AND SAW THE ACFT AT ABOUT 200 FT AGL. THE ACFT WENT INTO A TURN AND BECAME ALMOST INVERTED BEFORE COLLIDING WITH SMALL TREES IN A SWAMPY AREA. THE POST ACCIDENT EXAMINATION OF THE ACFT AND ENGINE REVEALED NOTHING OF A CAUSAL NATURE. THE PROPELLER SHOWED EVIDENCE OF HAVING POWER AT IMPACT. ACCORDING TO FAA, THE ACFT WAS IN A 90 DEGREE RIGHT BANK AT IMPACT.

Brief of Accident (Continued)

File No. - 1242

7/06/84

KILLIAN,LA

A/C Reg. No. N33074

Time (Lc1) - 1230 CDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1294 7/15/84 LAKE CHARLES, LA A/C Reg. No. N1456X Time (Lcl) - 1030 CDT

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

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

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

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-260-C1C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SONORA, TX	
Completeness	Destination	Airport Data
Basic Weather	LAKE CHARLES, LA	CHLOE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 15
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 3300/ 90
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- GRASS/TURF
Condition of Light	- DAYLIGHT	Runway Status
	- FULL STOP	- DRY

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 196	Last 24 Hrs - 3
SE LAND	Months Since - 2	Make/Model - 196	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 8
			Rotorcraft - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED ON THE EDGE OF A 90 FT WIDE TURF RWY WHICH WAS SOFT DUE TO RECENT RAINS. THE ACFT DRIFTED OFF INTO A DITCH CAUSING THE COLLAPSE OF THE LEFT MAIN GEAR.

Brief of Accident (Continued)

File No. - 1294

7/15/84

LAKE CHARLES, LA

A/C Reg. No. N1456X

Time (Lc1) - 1030 CDT

Occurrence MAIN GEAR COLLAPSED,
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. PROPER ALIGNMENT - MISREAD - PILOT IN COMMAND
 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 5. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1356 7/20/84 KINDER, LA

A/C Reg. No. N8548H

Time (Lc1) - 1530 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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- 080/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4600 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KINDER, LA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	17010	Last 24 Hrs - 6
Make/Model-	14000	Last 30 Days- UNK/NR
Instrument-	20	Last 90 Days- 305
Multi-Eng -	1010	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HEAVILY LOADED ACFT WAS TURNED SHORTLY AFTER TAKEOFF AND BEGAN TO SETTLE. THE PLT STARTED TO DUMP THE LOAD BUT THE ACFT CONTACTED TREES DURING THE ATTEMPT AND CRASHED. THE ACFT WAS LOADED WITH FERTILIZER AND NEARLY FULL OF FUEL. THE TEMPERATURE WAS 90 DEGREES. THE PLT SAID HE SHOULD HAVE CLIMBED HIGHER BEFORE STARTING TO TURN.

Brief of Accident (Continued)

File No. - 1356

7/20/84

KINDER, LA

A/C Reg. No. N8548H

Time (Lc1) - 1530 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
3. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
4. MANEUVER - INITIATED - PILOT IN COMMAND
5. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)
7. LOAD JETTISON - INITIATED - 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. - 1320

8/09/84

TALLULAH, LA

A/C Reg. No. N8961H

Time (Lc1) - 1045 CDT

-----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 -MANEUVERING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B

Eng Make/Model - P&W R-985

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 6075

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 1500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TALLULAH, 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

Age - 28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1692

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 20

Make/Model- 650

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 25

Last 90 Days- 341

Instrument Rating(s) - NONE

-----Narrative-----

AFTER APPLYING SEVEN (7) LOADS OF CHEMICALS THE PILOT LANDED AND LOADED BOTH FUEL AND CHEMICALS. AFTER TAKEOFF HE COMPLETED ONE SWATH RUN AND WAS JUST STARTING THE SECOND RUN WHEN HE ALLOWED THE WHEELS TO CONTACT THE CROP. THE LOAD WAS NOT JETTISONED AND THE AIRCRAFT NEVER REGAINED FLYING SPEED.

Brief of Accident (Continued)

File No. - 1320

8/09/84

TALLULAH, LA

A/C Reg. No. N8961H

Time (Lc1) - 1045 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. LOAD JETTISON - 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. - 1292 8/16/84 MINDEN, LA A/C Reg. No. N3962W Time (Lcl) - 2055 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	3
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
- WEATHER NOT PERTINENT	LOCAL	MINDEN
Basic Weather	ATC/Airspace	Runway Ident
- VMC	Type of Flight Plan	- 01
Wind Dir/Speed	- NONE	Runway Lth/Wid
- CALM	Type of Clearance	- 5000/ 75
Visibility	- NONE	Runway Surface
- 7.0 SM	Type Apch/Lndg	- ASPHALT
Lowest Sky/Clouds	- TOUCH AND GO	Runway Status
- 25000 FT SCATTERED		- DRY
Lowest Ceiling		
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 375
SE LAND,ME LAND	Months Since - 1	Make/Model	- 3
	Aircraft Type - UNK/NR	Instrument	- 45
		Multi-Eng	- 19
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT INSTRUCTIONAL FLT ON LANDING APPROACH, THE INSTRUCTOR PILOT REPORTED THAT THE STUDENT OVER CORRECTED FOR A HIGH APPROACH BY CLOSING THE THROTTLE. THE ACFT HIT THE GROUND BEFORE HE COULD ESTABLISH CONTROL OF THE RESULTING HIGH RATE OF SINK.

Brief of Accident (Continued)

File No. - 1292

8/16/84

MINDEN, LA

A/C Reg. No. N3962W

Time (Lc1) - 2055 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. STALL/MUSH - NOT CORRECTED - DUAL STUDENT
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1293 8/30/84 SCHRIEVER, LA A/C Reg. No. N5469 Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P&W R1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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)
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 PLT STATED THAT HE HAD FULL FUEL & A FULL LOAD OF SPRAY WHEN THE ENG EXPLODED. THE NATURE & CAUSE OF THE PWR FAILURE WAS NOT DETERMINED & EXTERNAL EXAMINATION OF THE ENG REVEALED NO EVIDENCE OF A MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1293

8/30/84

SCHRIEVER, LA

A/C Reg. No. N5469

Time (Lc1) - 1015 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1319 9/04/84 HOUMA, LA

A/C Reg. No. N4830

Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-COMMERCIAL HELICOPTERS IN	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	0	0
Accident Occurred During	-CRUISE						

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- DETROIT DIES. 250-C20B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT			
No. of Seats	- 5	Rated Power	- 317 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	LAFAYETTE, LA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	VERMILLION 39, GM			
Wind Dir/Speed	- 090/007 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- 1500 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- N/A
Obstructions to Vision	- NONE		PRECAUTIONARY LANDING		
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8245	Last 24 Hrs - 3
SE LAND	Months Since - 2	Make/Model - 2752	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 50	Last 90 Days - 184
			Rotorcraft - 6825

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS ON A CARGO, NON SCHEDULED AIR TAXI FLIGHT WHEN THE PLT SMELLED SMOKE. A PRECAUTIONARY LANDING WAS MADE ON A BEACH AFTER WHICH THE ACFT WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1319

9/04/84

HOUMA, LA

A/C Reg. No. N4830

Time (Lc1) - 1115 CDT

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation OTHER

Finding(s)
3. FUSELAGE - BURNED

-----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. - 1373 7/19/84 MUNISING, MI A/C Reg. No. N704MS Time (Lcl) - 2020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination 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 HANLEY FIELD Runway Ident - 36 Runway Lth/Wid - 3050/ 120 Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 51 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 8 Last 24 Hrs - 1 Make/Model- 8 Last 30 Days- 0 Instrument- 1 Last 90 Days- 8
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING ON A SOLO INSTRUCTIONAL FLT. THE STUDENTS INSTRUCTOR SAID THE APPROACH SEEMED NORMAL. WHEN THE ACFT FLARED THE NOSE STRUCK THE GROUND FIRST. THE STUDENT SAID HE "DID NOT REMEMBER PUSHING THE WHEEL FORWARD BUT APPARENTLY I DID."

Brief of Accident (Continued)

File No. - 1373

7/19/84

MUNISING,MI

A/C Reg. No. N704MS

Time (Lc1) - 2020 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1322 8/17/84 ACME,MI A/C Reg. No. N36051 Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TSIO-360-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- TURBOPROP		
No. of Seats	- 7	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	LINDEN,MI	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	ACME SKYPORT
Wind Dir/Speed-	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 18
Lowest Sky/Clouds	- IFR	Runway Lth/Wid
Lowest Ceiling	- IFR	- 2320/ 100
Obstructions to Vision-	Type Apch/Lndg	Runway Surface
Precipitation	- FULL STOP	- GRASS/TURF
Condition of Light		Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 1162
SE LAND,ME LAND	- YES	Make/Model-	180
	Months Since	Instrument-	258
	- 5	Multi-Eng	- 226
	Aircraft Type		
	- UNK/NR		
		Last 24 Hrs	- 2
		Last 30 Days-	UNK/NR
		Last 90 Days-	44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LANDING GEAR COLLAPSED AS A RESULT OF AN INTENTIONAL GROUND LOOP WHEN THE AIRCRAFT OVERRAN THE RUNWAY AFTER A BOUNCE 450 FT BEYOND THE APPROACH END OF THE 2300' LONG GRASS STRIP. THE PILOT STATED HE ADDED THROTTLE, THEN LANDED ON THE REMAINING RUNWAY, BUT ROLLED THROUGH THE OVERRUN AT THE END.

Brief of Accident (Continued)

File No. - 1322

8/17/84

ACME,MI

A/C Reg. No. N36051

Time (Lc1) - 1230 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER --PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 1305 1/10/84 CRYSTAL, MN A/C Reg. No. N32637 Time (Lcl) - 0722 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING					0

-----Aircraft Information-----

Make/Model	- BEECHCRAFT BE-33A	Eng Make/Model	- CONTINENTAL IO-520-BB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	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	DETROIT LAKES, MN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	CRYSTAL, MN	CRYSTAL
Wind Dir/Speed	- 300/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 31
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3263/ 75
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- SNOW - DRY
Condition of Light	- DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total	- 785
SE LAND	Months Since - 48	Make/Model	- 23
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND A RESIDENCE NEAR THE DESTINATION AIRPORT AFTER EXPERIENCING A TOTAL NON-MECHANICAL LOSS OF POWER RESULTING FROM FUEL STARVATION. THE PILOT REPORTED HE HAD ESTIMATED THE FUEL ON BOARD BY A VISUAL INSPECTION OF THE TANKS. THIS AIRCRAFT IS NOT EQUIPPED WITH FUEL LEVEL TABS. AFTER THE ACCIDENT, ABOUT 4 GAL OF FUEL WERE DRAINED FROM THE RIGHT FUEL TANK, BUT ONLY ABOUT 2 QTS OF FUEL WERE FOUND IN THE LEFT TANK. THE PLT STATED THAT THE FUEL SELECTOR WAS POSITIONED TO THE LEFT TANK WHEN THE ENG LOST POWER.

Brief of Accident (Continued)

File No. - 1305

1/10/84

CRYSTAL, MN

A/C Reg. No. N32637

Time (Lc1) - 0722 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. FUEL TANK SELECTOR POSITION - IMPROPER - 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)
7. OBJECT - RESIDENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1290 6/22/84 OKLEE,MN A/C Reg. No. N8810Y Time (Lcl) - 1100 CDT

-----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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - EAGLE DW-1

Eng Make/Model - LYCOMING IO-540-M1B5D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1500

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 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

OKLEE,MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 46

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 4763

Last 24 Hrs - 6

SE LAND

Months Since - UNK/NR

Make/Model- 76

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 94

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HAD COMPLETED SPRAYING 60 ACRES OF LAND & WAS BEGINNING A PASS IN ANOTHER FIELD. HALF WAY THROUGH THE SPRAY PASS THE ENG QUIT. HE PULLED UP TO CLEAR A TREE & THE ACFT STALLED INTO A FIELD OF SUNFLOWERS. NO MECHANICAL FAILURE OR MALFUNCTION OF THE ENG COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1290

6/22/84

OKLEE, MN

A/C Reg. No. N8810Y

Time (Lc1) - 1100 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. OBJECT - TREE(S)
3. PULL-UP - EXCESSIVE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1368

7/25/84

PLYMOUTH, MN

A/C Reg. No. N54PC

Time (Lc1) - 1250 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				
		Crew			
		Pass			
		0	0	1	1
		0	0	0	1

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA-341G
Landing Gear - SKID
Max Gross Wt - 3970
No. of Seats - 5

Eng Make/Model - T-MECA ASAZOU III
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 494 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MINNEAPOLIS, MN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
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)

COMMERCIAL, ATP, CFI
SE LAND, ME LAND, SE SEA, ME SEA
HELICOPTER

Age - 52

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 17227	Last 24 Hrs	- 1
Make/Model-	306	Last 30 Days-	UNK/NR
Instrument-	2856	Last 90 Days-	181
Multi-Eng -	14000	Rotorcraft -	517

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CO-PLT, WHO HAD NO EXPERIENCE IN THIS MODEL ACFT, BEGAN A TRANSITION FROM HOVER TO CLIMB AND THE ACFT WENT INTO A RAPID ROTATION. BOTH PLTS WERE UNABLE TO STOP THE ROTATION AND WHEN THE PIC TRIED TO LAND, THE ACFT STRUCK RAISED RIDGES WITH THE LEFT SKID AND ROLLED OVER.

Brief of Accident (Continued)

File No. - 1368

7/25/84

PLYMOUTH, MN

A/C Reg. No. N54PC

Time (Lc1) - 1250 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TAIL ROTOR - IMPROPER USE OF - COPILOT
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 4. COLLECTIVE - IMPROPER USE OF - COPILOT
 5. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
-

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) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1390 6/27/84 ST. LOUIS,MO A/C Reg. No. N6134Q Time (Lcl) - 1557 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-230-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 - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ST. LOUIS,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPIRIT OF ST. LOUIS
Wind Dir/Speed- 320/007 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5280/ 100
Lowest Sky/Clouds - 3000 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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 12
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 12
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED ON LANDING AND DURING THE ATTEMPTS TO RECOVER OR GO-AROUND THE ACFT STALLED AND VEERED OFF THE RWY. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. THE STUDENT PLT, JUST RELEASED FOR SOLO FLT, SAID HE NEVER HAD CONTROL OF THE ACFT DURING LANDING.

Brief of Accident (Continued)

File No. - 1390

6/27/84

ST. LOUIS, MO

A/C Reg. No. N6134Q

Time (Lc1) - 1557 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - COPILOT
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - NOT CORRECTED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1219

7/06/84

CUBA,MO

A/C Reg. No. N21249

Time (Lc1) - 1110 CDT

-----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 -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CUBA,MO
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CUTA MUNI
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 - 58
Biennial Flight Review
Current - YES
Months Since - 25
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1275	Last 24 Hrs	- UNK/NR
Make/Model-	1150	Last 30 Days-	UNK/NR
Instrument-	40	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IMMEDIATELY AFTER TAKEOFF. THE ACFT HAD BEEN PARKED OUTDOORS AND NOT FLOWN FOR SIX MONTHS AND ACCORDING TO WITNESSES THE PLT DID NOTHING EXCEPT ADD 10 GALLONS OF FUEL TO THE ACFT TANKS. THE ACFT ENGINE QUIT WHEN THE ACFT WAS ABOUT 100 FT AGL. A FAA INSPECTOR FOUND WATER IN THE FUEL TANKS AND SYSTEM. THE ACFT WAS OUT OF DATE ON AN ANNUAL INSPECTION. THE PLT DID NOT OBTAIN A FERRY PERMIT.

Brief of Accident (Continued)

File No. - 1219

7/06/84

CUBA,MO

A/C Reg. No. N21249

Time (Lc1) - 1110 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - WATER
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1363 7/14/84 BALLWIN, MO A/C Reg. No. N4004G Time (Lcl) - 2010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-SIGHT-SEEING	NONE	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	1	0	3

-----Aircraft Information-----

Make/Model - ADAMS AB	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 - 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	EUREKA, MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1878
NONE	Months Since - 14	Make/Model- 65
	Aircraft Type - AB	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT BEFORE LANDING, HE REBRIEFED THE PASSENGERS ON THE LANDING TECHNIQUE. HE NOTED THAT A LADY PASSENGER SEEMED NERVOUS ABOUT THE LANDING. THE PLT LANDED IN A PASTURE WITH AN ESTIMATE 6 KT WIND. REPORTEDLY, THE BALLOON MADE A SOFT TOUCHDOWN, BUT THE BASKET TIPPED OVER. THE LADY, WHO SEEMED NERVOUS, SUFFERED A BROKEN SHOULDER. ACCORDING TO THE PLT, SHE HAD A HISTORY OF BROKEN BONES.

Brief of Accident (Continued)

File No. - 1363

7/14/84

BALLWIN, MO

A/C Reg. No. N4004G

Time (Lc1) - 2010 CDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNDETERMINED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1271 7/24/84 HANNIBAL,MO A/C Reg. No. N38455 Time (Lcl) - 2040 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	MINOR						
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	0
Accident Occurred During -LANDING		Other	0	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSI0-360-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	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	OLATHE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HANNIBAL MUNICIPAL
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 2.500 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5500
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 3
	Aircraft Type - M20K	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 483
		Last 90 Days- 67
		Multi-Eng - 1208

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N7702M EXPERIENCED AN ELECTRICAL FAILURE EN ROUTE & DIVERTED TO HANNIBAL. PLT STATED HE CIRCLED THE ARPT, SAW NO TRAFFIC & DECIDED TO LAND TO THE SOUTH. N38455 HAD JUST LANDED TO THE NORTH AND WAS ON THE RWY WHEN THE PLT SAW N7702M ATTEMPTING TO LAND IN THE OPPOSITE DIRECTION. N38455 WAS VEERED TO THE LEFT & THE PLT OF N7702M EXECUTED A GO-AROUND. THE LOWER AFT FUSELAGE OF N7702M CONTACTED THE SPINNING PROP OF N38455. N7702M RETURNED AND MADE AN UNEVENTFUL LANDING. NIGHT CONDITION WAS DUSK WITH 2 TO 4 MILES VISIBILITY WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1271

7/24/84

HANNIBAL, MO

A/C Reg. No. N38455

Time (Lcl) - 2040 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - HAZE
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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. - 1271

7/24/84

HANNIBAL, MO

A/C Reg. No. N7702M

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	0
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire NONE
Crew 0
Pass 0
Other 0

-----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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 030/006 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
MOLINE, IL
Destination
DALLAS, MO

Airport Proximity
ON AIRPORT

Airport Data

HANNIBAL MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 3900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 184	Last 24 Hrs - 5
Make/Model- 47	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

N7702M EXPERIENCED AN ELECTRICAL FAILURE EN ROUTE & DIVERTED TO HANNIBAL. PLT STATED HE CIRCLED THE APRT, SAW NO TRAFFIC & DECIDED TO LAND TO THE SOUTH. N38455 HAD JUST LANDED TO THE NORTH AND WAS ON THE RWY WHEN THE PLT SAW N7702M ATTEMPTING TO LAND IN THE OPPOSITE DIRECTION. N38455 WAS VEERED TO THE LEFT & THE PLT OF N7702M EXECUTED A GO-AROUND. THE LOWER AFT FUSELAGE OF N7702M CONTACTED THE SPINNING PROP OF N38455. N7702M RETURNED AND MADE AN UNEVENTFUL LANDING. LIGHT CONDITION WAS DUSK WITH 2 TO 4 MILES VISIBILITY WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1271

7/24/84

HANNIBAL, MO

A/C Reg. No. N7702M

Time (Lcl) - 2040 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. ELECTRICAL SYSTEM, GENERATOR - FAILURE, TOTAL
2. COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. WEATHER CONDITION - HAZE
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1209 8/23/84 DEXTER, MO A/C Reg. No. N31623 Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - AIRTRACTOR AT-301	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3934
SE LAND, ME LAND	Months Since - 20	Make/Model- 310
	Aircraft Type - UNK/NR	Instrument- 147
		Multi-Eng - 64
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 204

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE ON THE AG-PLANE LOST POWER DURING TAKEOFF AND THE PLT BEGAN DUMPING HIS LOAD AS HE MADE A FORCED LANDING. THE LANDING AREA AVAILABLE WAS A FLOODED RICE LEVEE. THE ACFT WAS LANDED TAILWHEEL FIRST BUT WHEN THE MAIN GEAR DUG IN, THE ACFT NOSE OVER. INVESTIGATION REVEALED THE #9 CYLINDER HAD FAILED.

Brief of Accident (Continued)

File No. - 1209

8/23/84

DEXTER, MO

A/C Reg. No. N31623

Time (Lc1) - 1130 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LOAD JETTISON - INITIATED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1232

9/01/84

LELAND, MS

A/C Reg. No. N48428

Time (Lcl) - 0835 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Eng Make/Model - P&W R 1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - UNK/NR

Itinerary

Last Departure Point

LELAND, 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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3087

Make/Model- 500

Instrument- 10

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS ATTEMPTING A ROLL AT LOW ALT SHORTLY AFTER TAKEOFF AND WAS UNABLE TO COMPLETE THE MANEUVER BEFORE THE ACFT COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1232

9/01/84

LELAND,MS

A/C Reg. No. N48428

Time (Lc1) - 0835 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
 2. ALTITUDE - IMPROPER - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1341

9/08/84

LAKE COMORANT,MS

A/C Reg. No. N8478V

Time (Lcl) - 0615 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 7000
No. of Seats - 1

Eng Make/Model - P&W R1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
WALLS,MS
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 150/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

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)
NONE

Age - 20

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	0	Last 24 Hrs	- UNK/NR
Make/Model-	0	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS TAKEN WITHOUT PERMISSION BY AN EMPLOYEE OF THE OWNER. THE EMPLOYEE DID NOT HOLD AN AIRMENS CERTIFICATE AND NO RECORD OF HIM EVER HAVING FLIGHT TRAINING COULD BE FOUND. THE AIRCRAFT WAS FOUND CRASHED IN A FIELD. NO EVIDENCE OF PRECRASH FAILURE OR MALFUNCTION OF THE FLIGHT CONTROLS, ENGINE, OR AIRFRAME COULD BE FOUND. NO WITNESSES TO THE CRASH WERE LOCATED.

Brief of Accident (Continued)

File No. - 1341

9/08/84

LAKE COMORANT, MS

A/C Reg. No. N8478V

Time (Lcl) - 0615 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. JUDGEMENT - POOR - UNQUALIFIED PERSON
2. STOLEN AIRCRAFT/UNAUTHORIZED USE
3. AIRCRAFT HANDLING - IMPROPER - UNQUALIFIED PERSON

-----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. - 1374

7/21/84

MARION, NC

A/C Reg. No. N4063S

Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

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 - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 27

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 658	Last 24 Hrs -	0
Make/Model-	420	Last 30 Days-	0
Instrument-	11	Last 90 Days-	42

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH LIGHT GAUGE POWER LINES WHICH BROKE BUT ACFT CONTROL WAS NOT LOST. THE PLT AND A PASSENGER WERE FLYING LOW OVER A LAKE LOOKING FOR ANOTHER FRIEND WHO WAS SKIING THERE. THE FLT WAS PROCEEDING AT ABOUT 25 FT AGL WHEN THE WIRES WERE STRUCK. THE LINES AND POLES WERE NOT VISIBLE FROM THE LAKE ACCORDING TO THE PLT. THE PLT SAID HE HAD NOT FLOWN OVER THE LAKE BEFORE BUT HE DID SURVEY THE LAKE TO ASSURE LOW LEVEL FLT WAS NOT OBSTRUCTED. THE DAMAGED ACFT WAS FLOWN BACK TO HICKORY, NC, AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1374

7/21/84

MARION,NC

A/C Reg. No. N4063S

Time (Lc1) - 1800 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. LOW PASS - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

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. - 1334 8/21/84 GREENVILLE, NC A/C Reg. No. N4851Y Time (Lcl) - 1941 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2B5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	FARMVILLE, NC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision		
Precipitation		
Condition of Light		

-----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 - 3750
SE LAND, ME LAND	Months Since - 9	Make/Model - 1810
GLIDER	Aircraft Type - UNK/NR	Instrument - 14
		Multi-Eng - 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A STEEP TURN AFTER COMPLETING A LOW PASS AND SPRAYING A FIELD. PLT STATED THAT WHILE IN THE TURN THE ACFT ENCOUNTERED WIND GUST THAT ROLLED THE ACFT INVERTED. THE ACFT STALLED. THE PLT WAS ABLE TO ROLL OUT OF INVERTED BEFORE GROUND COLLISION.

Brief of Accident (Continued)

File No. - 1334

8/21/84

GREENVILLE, NC

A/C Reg. No. N4851Y

Time (Lc1) - 1941 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. MANEUVER - INITIATED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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 MANEUVERING - AERIAL APPLICATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1384

7/25/84

SELZ,ND

A/C Reg. No. N88176

Time (Lcl) - 1840 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

ON GROUND

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1800

No. of Seats - 3

Eng Make/Model - LYCOMING O-360-C2E

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 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- 060/009 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SELZ,ND

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 - STRAIGHT-IN

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 627

Make/Model- 124

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SMELLED AND SAW SMOKE FROM THE ENGINE WHICH BEGAN TO LOSE POWER. AN EMERGENCY LANDING WAS MADE ON A NARROW DIRT ROAD. AFTER STOPPING THE PLT EGRESSSED AND RAN. HE SAID THAT ABOUT 2 MINUTES LATER THE FUEL TANKS BLEW. POST ACCIDENT EXAMINATION INDICATED THAT THE HOTTEST PART OF THE FIRE WAS IN THE ALTERNATOR. IT APPEARED TO TORCH AND IGNITE FUEL LINES. THE PLT DID NOT MENTION CUTTING OFF THE FUEL OR IGNITION AT ANY TIME DURING THE EMERGENCY.

Brief of Accident (Continued)

File No. - 1384

7/25/84

SELZ,ND

A/C Reg. No. N88176

Time (Lc1) - 1840 CDT

Occurrence #1

FIRE

Phase of Operation

CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - UNDETERMINED
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2

FORCED LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1264

5/05/84

MILLARD,NE

A/C Reg. No. NONE

Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 103
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AMERICAN AEROLIGHT EAGLE XL
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA 430
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 35 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
MILLARD,NE
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MILLARD
Runway Ident - 12
Runway Lth/Wid - 3800/ 75
Runway Surface - CONCRETE
Runway Status - DRY

Wind Dir/Speed- 140/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 41

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 100

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 OF THE ULTRALIGHT VEHICLE WAS FLYING AS #2 IN A FLT OF 2. THE PLT OF THE LEAD ACFT STATED THAT THEY OBSERVED RAIN SHOWERS SOUTH OF MILLARD & ELECTED TO RETURN TO THE ARPT AHEAD OF THE PRECIPITATION. AFTER ARRIVING, THEY LANDED ON A 40 FT WIDE TAXIWAY BESIDE RWY 12. THERE WERE HANGAR STRUCTURES APRX 100 FT TO THE RIGHT OF THE TAXIWAY. THE LEAD PLT SAID THAT HE ENCOUNTERED TURBULENCE ON SHORT FINAL APCH & DURING THE FLARE. THE # 2 PLT LANDED IN TRAIL. DURING #2'S LANDING, THE RIGHT WING CONTACTED THE TAXIWAY, THEN THE VEHICLE TURNED RIGHT TO APRX 200 DEG. THE #2 PLT INITIATED A GO-AROUND, BUT THE VEHICLE COLLIDED WITH A HANGAR AT AN ELEVATION OF ABOUT 10 FT AGL.

Brief of Accident (Continued)

File No. - 1264

5/05/84

MILLARD,NE

A/C Reg. No. NONE

Time (Lcl) - 1500 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

7. GO-AROUND - INITIATED - PILOT IN COMMAND
8. OBJECT - BUILDING(NONRESIDENTIAL)
9. 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) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1266 7/05/84 MILLARD,NE A/C Reg. No. NONE Time (Lc1) - 1401 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AMER. AEROLIGHT EAGLE 2 PLC
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 501
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 50 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Itinerary

Last Departure Point
MILLARD,NE
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 22C/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME 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 - 9800
Make/Model- 15
Instrument- 600
Multi-Eng - 8300
Last 24 Hrs - UNK/NR
Last 30 Days- 50
Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AFTER EXCHANGING THE CANARD ELEVATOR & READJUSTING THE SPOILER CONTROL TELEFLEX CABLE ROD END AT THE SPOILER BELLCRANK, HE TOOK OFF ON A TEST FLT. AFTER ABOUT 5 MIN OF FLT, THE RIGHT SPOILER FAILED TO RETRACT AFTER IT WAS USED DURING A RIGHT TURN. THE PLT TRIED TO MAINTAIN CONTROL BY APPLYING LEFT RUDDER. HE SAID THAT HE COULD STOP THE TURN WITH LEFT RUDDER APPLIED, BUT THIS CONTROL INPUT RESULTED IN THE NOSE OF THE VEHICLE PITCHING UP. WHEN HE REDUCED THE RUDDER, THE VEHICLE WOULD REENTER THE RIGHT TURN & THE NOSE WOULD DROP, PLACING THE VEHICLE IN A SPIRAL. SUBSEQUENTLY, HE CRASH LANDED ON A GOLF COURSE. AN EXAM REVEALED AN OVERLOAD FAILURE OF THE THREADS OF THE TELEFLEX CABLE BELLCRANK. THE REASON FOR THE OVERLOAD WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1266

7/05/84

MILLARD, NE

A/C Reg. No. NONE

Time (Lcl) - 1401 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED
 2. FLT CONTROL SYST, WING SPOILER SYSTEM - JAMMED
 3. SPIRAL - UNCONTROLLED -
-

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. - 1272

7/21/84

KEARNEY, NE

A/C Reg. No. N3635J

Time (Lc1) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 160/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
NORTH PLATTE, NE
Destination
KEARNEY, NE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KEARNY
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 - 27

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	46	Last 24 Hrs	-	1
Make/Model	-	44	Last 30 Days	-	3
Instrument	-	1	Last 90 Days	-	9

Instrument Rating(s) - NONE

-----Narrative-----

ACFT NOSED OVER IN A CORN FLD DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. NO FUEL WAS FOUND ON BOARD THE ACFT. PLT MADE ONE STOP EN ROUTE FOR FUEL BUT WAS UNABLE TO OBTAIN ANY SERVICES AS THE ARPT WAS UNATTENDED.

Brief of Accident (Continued)

File No. - 1272

7/21/84

KEARNEY,NE

A/C Reg. No. N3635J

Time (Lc1) - 1115 CDT

Occurrence.#1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1268 9/01/84 NORTH PLATTE, NE A/C Reg. No. NONE Time (Lcl) - 1720 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MX
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ROTAX 377
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 34 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 11000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORTH PLATTE, NE
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRSTRIP

Airport Data

PELICAN AIRPARK
Runway Ident - 28
Runway Lth/Wid - 2400/ 75
Runway Surface - UNK/NR
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 68

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

	Flight Time (Hours)	Last 24 Hrs	Last 30 Days	Last 90 Days
Total	- 20	- UNK/NR	- UNK/NR	- 5
Make/Model-	5			
Instrument-	0			

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT OPERATOR SAID HE TURNED OFF THE SELECTOR VALVE AFTER A PREVIOUS LANDING. DURING A LATER TAKEOFF, HE FAILED TO USE A CHECKLIST AND DID NOT RESET THE SELECTOR. THE ENGINE QUIT AT ABOUT 30 FT AGL. GROUND WITNESSES HEARD THE ENGINE SPUTTER AND OBSERVED THE VEHICLE PITCHING UP AND DOWNBEFORE GROUND IMPACT. THE VEHICLE NOSED OVER AND THE OPERATOR HURT HIS BACK WHEN HE RELEASED HIS BELTS AND FELL ON THE ENGINE DURING EGRESS FROM THE WRECKAGE.

Brief of Accident (Continued)

File No. - 1268

9/01/84

NORTH PLATTE, NE

A/C Reg. No. NONE

Time (Lc1) - 1720 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. CHECKLIST - NOT USED - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
 4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1357 2/18/84 LINDEN,NJ A/C Reg. No. N6252Q Time (Lcl) - 1601 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-AERO INDUSTRIES	SUBSTANTIAL									
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	1			
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- CESSNA 401A	Eng Make/Model	- CONTINENTAL TS10-520E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	RICHMOND,VA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		LINDEN	
Wind Dir/Speed	- 330/010 KTS			Runway Ident	- 27
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 4137/ 100
Lowest Sky/Clouds	- 3500 FT	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 3500 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - NO	Total - 1881	Last 24 Hrs - 4
SE LAND	Months Since - 2	Make/Model - 164	Last 30 Days - UNK/NR
	Aircraft Type - C-401	Instrument - 252	Last 90 Days - 224
		Multi-Eng - 183	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MAIN LANDING GEAR COLLAPSED AFTER LANDING. A CFI AWAITING TAKEOFF SAID THAT THE APPROACH AND TOUCHDOWN WERE NORMAL WITH THE GEAR DOWN. AS THE ACFT ROLLED THE LEFT MAIN GEAR COLLAPSED AND THE ACFT GRADUALLY LEFT THE RWY AND BECAME MIRED IN MUD. INSPECTION REVEALED THAT THE LEFT MAIN GEAR RETRACTION BELLCRANK WAS BROKEN FREE FROM ITS MOUNTING CLEVIS. THE ATTACH BOLT WAS FRACTURED NEAR THE HEAD. THE FOWARD CLEVIS EAR WAS BROKEN. NEITHER THE BOLT HEAD NOR THE FRACTURED PORTION OF THE FOWARD CLEVIS EAR WERE RECOVERED.

Brief of Accident (Continued)

File No. - 1357

2/18/84

LINDEN, NJ

A/C Reg. No. N6252Q

Time (Lcl) - 1601 EST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL
2. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, TOTAL
3. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. TERRAIN CONDITION - WET
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) 1,2,3,5,7

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1335

5/04/84

RUIDOSO,NM

A/C Reg. No. N9137T

Time (Lc1) - 1425 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Fatal

Injuries

None

Type of Operation -PERSONAL

DESTROYED

Crew 0

Serious

Minor

0

Flight Conducted Under -14 CFR 91

NONE

Pass 1

1

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BEECH B23

Eng Make/Model - LYCOMING O-360-A2G

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 - FSS

Last Departure Point

OFF AIRPORT/STRIP

Method - TELEPHONE

LUBBOCK, TX

Completeness - UNK/NR

Destination

Airport Data

Basic Weather - VMC

RUIDOSO, NM

RUIDOSO

Wind Dir/Speed- 210/010 KTS

ATC/Airspace

Runway Ident - 18

Visibility - 20.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Type of Flight Plan - NONE

Runway Lth/Wid - 5500/ 75

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Surface - ASPHALT

Obstructions to Vision- NONE

Type Apch/Lndg - TRAFFIC PATTERN

Runway Status - DRY

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 - NO

Total - 206

Last 24 Hrs - 2

SE LAND

Months Since - UNK/NR

Make/Model- 34

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT UPON LANDING A GUST OF WIND BLEW THE AIRCRAFT OFF THE RUNWAY CENTER AND HE INITIATED A GO-AROUND. WITNESSES STATED THE AIRCRAFT CLIMBED TO APPROXIMATELY 200 TO 300 FT AND STARTED A LEFT TURN. ENGINE POWER APPEARED TO BE MINIMAL. AS THE LEFT BANK WAS ESTABLISHED THE AIRCRAFT TURNED BACK TO THE RIGHT ABRUPTLY AND NOSED DOWN, COLLIDING NOSE FIRST WITH A TREE AND THEN THE GROUND. THE ACFT WAS IN A STEEP NOSE LOW, RIGHT WING LOW ATTITUDE DURING IMPACT. THE 1430 MDT WIND WAS FROM 210 DEG AT 10 GUSTING 25 KTS. THE DENSITY ALT WAS CALCULATED TO BE 9298 FT. BETWEEN 3/21/84 & 5/4/84, THE PLT HAD ACCUMULATED 42 HRS OF FLYING TIME; HOWEVER, BEFORE THAT PERIOD, HE HAD NOT FLOWN FOR OVER 13 YRS. ALSO, HE DID NOT HAVE A CURRENT BIENNIAL FLT REVIEW. THIS WAS THE PLT'S 1ST FLT TO THE RUIDOSO ARPT.

Brief of Accident (Continued)

File No. - 1335

5/04/84

RUIDOSO,NM

A/C Reg. No. N9137T

Time (Lcl) - 1425 MDT

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 - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - HURRICANE
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND
8. 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) 5,7

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. - 1370 6/25/84 RENO,NV A/C Reg. No. N2384U Time (Lcl) - 2108 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	-LANDING		Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- CESSNA 172D	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/016 KTS</p> <p>Visibility - 12.0 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 - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point WELLS,NV</p> <p>Destination RENO,NV</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 RENO CANNON</p> <p>Runway Ident - 34R</p> <p>Runway Lth/Wid - 5592/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 101
SE LAND	Months Since - 0	Make/Model- 27
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BLOWN FROM OVER THE RWY DURING FLARE IN A X-WIND. THIS WAS A NIGHT LANDING FOR A PLT WITH LIMITED TOTAL AND ALMOST NO NIGHT FLYING EXPERIENCE. ALSO THE PLT HAD FLOWN OVER 12 HOURS IN THE LAST 24, WITH CONSIDERABLE TURBULENCE AND THUNDERSTORMS. DURING THE FLARE THE PLT ADDED POWER BUT KEPT THE NOSE HIGH WITH NO FLAPS AND THE ACFT STALLED. THE PLT SAID HE COULD NOT SEE OVER THE NOSE AND DID NOT REALIZE THE ACFT WAS NO LONGER ALIGNED WITH THE RWY. THE ACFT COLLIDED WITH A TAXIWAY AND A DITCH AFTER COLLAPSING THE LEFT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 1370

6/25/84

RENO,NV

A/C Reg. No. N2384U

Time (Lc1) - 2108 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. LIGHT CONDITION - NIGHT
4. FLARE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND

Occurrence #2 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) 4,6,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1222 6/26/84 RENO,NV

A/C Reg. No. N6480H

Time (Lc1) - 1651 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	3

-----Aircraft Information-----

Make/Model - CESSNA 207A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 8

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/016 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
S. LAKE TAHOE,CA
Destination
RENO,NV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

CANNON INTERNATIONAL ARPT
Runway Ident - 16L
Runway Lth/Wid - 5592/ 75
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE RWY DURING A LANDING AND THE PLT ATTEMPTED A GO-AROUND WITH FULL FLAPS. THE ACFT COLLIDED WITH A DITCH AND AN IRRIGATION PIPE BETWEEN THE RWY AND THE TAXI-WAY. THE PLT DID NOT FILE AN ACCIDENT REPORT. THE ACCIDENT INFORMATION WAS RECEIVED FROM FAA INSPECTORS. THE ACFT WAS ON A NO FLT PLAN X-COUNTRY.

Brief of Accident (Continued)

File No. - 1222

6/26/84

RENO,NV

A/C Reg. No. N6480H

Time (Lc1) - 1651 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 4. RAISING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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. - 1399 7/04/84 HENDERSON,NV A/C Reg. No. N18048 Time (Lcl) - 1406 PDT

-----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 - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

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	UNK/NR	SKY HARBOR
Wind Dir/Speed- 330/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 575
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 153
		Instrument- 51
		Multi-Eng - 175
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF ON A VERY HOT DAY WHEN THE ACFT WAS SEEN TURNING WITH THE NOSE ELEVATED. WITNESSES NOTED A SHUDDER OF THE AIRFRAME THEN THE NOSE DROPPED. OFFICIAL TEMPERATURE WAS 106 DEGREES BUT ARPT PERSONNEL REPORTED THE TEMPERATURE AS 113 DEGREES. NO MECHANICAL FAILURES OF THE ACFT AND NO MEDICAL FACTORS FOR THE PLT WERE FOUND DURING THE INVESTIGATION THAT COULD BE CONSIDERED AS CAUSAL IN NATURE. THE DENSITY ALT WAS FIGURED AT 6300 FT FOR 106 DEGREES OR 6800 FT FOR 113 DEGREES.

Brief of Accident (Continued)

File No. - 1399

7/04/84

HENDERSON,NV

A/C Reg. No. N18048

Time (Lc1) - 1406 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
6. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1338

7/18/84

OCEAN CAY,

A/C Reg. No. N738PQ

Time (Lc1) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----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 - 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- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GONGO TOWN
Destination
MIAMI, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 27

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1100	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS DITCHED IN THE ATLANTIC OCEAN AFTER POWER LOSS OCCURRED. THE WRECKAGE WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1338

7/18/84

OCEAN CAY,

A/C Reg. No. N738PQ

Time (Lc1) - 1930 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. - 1288 2/11/84 CLEVELAND, OH A/C Reg. No. N1987Y Time (Lcl) - 1323 CST

-----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 Crew Fatal Serious Minor None
NONE Pass 0 0 1 0

-----Aircraft Information-----

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/010 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 1100 FT

Lowest Ceiling - 1100 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CLEVELAND, OH

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

CLEVELAND HOPKINS

Runway Ident - 23R

Runway Lth/Wid - 6242/ 200

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 9500

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 PASSENGER REPORTED THAT ON TAKEOFF HE HEARD A BANG & SAW A PUFF OF BLUE SMOKE. THE PLT PULLED THE PWR OFF BUT DID NOT LOWER THE NOSE SO THE PASSENGER, WHO HAD FLT EXPERIENCE, PUSHED THE NOSE FORWARD & IMPACTED THE RWY. POST CRASH EXAMINATION OF THE ENG REVEALED THE SPARK PLUG ON #3 CYL WAS LOOSE & HAD DAMAGED THREADS. ALL OTHER ENG COMPONENTS WERE NORMAL.

Brief of Accident (Continued)

File No. - 1288

2/11/84

CLEVELAND, OH

A/C Reg. No. N1987Y

Time (Lcl) - 1323 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF

Finding(s)
1. IGNITION SYSTEM, SPARK PLUG - LOSS, TOTAL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - RUNWAY
4. CONTROL INTERFERENCE - INTENTIONAL - PASSENGER

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1302 3/10/84 STOW,OH

A/C Reg. No. N9111K

Time (Lcl) - 1315 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
Fire	NONE	Crew	0	0	0
		Pass	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMIG IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STOW,OH
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

KENT STATE UNIVERSITY
Runway Ident - 19
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 528
Make/Model-	100
Instrument-	78
Multi-Eng -	10
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE RWY & COLLIDED WITH A SNOWBANK DURING LANDING. THE ACFT HAD BEEN SUBJECTED TO PREVIOUS DAMAGE WHICH HAD NOT BEEN FULLY REPAIRED WHEN A MECHANIC RELEASED IT FOR FURTHER FLT. A BOLT (SLIGHTLY WORN, ACCORDING TO THE MECHANIC) WAS REUSED IN THE RT LANDING GEAR, THIS BOLT, ACCORDING TO A STATEMENT BY THE SAME MECHANIC, WAS INVOLVED WITH CONTROL OF THE FORE & AFT MOTION OF THE RT LANDING GEAR. THE RT WING OF THE ACC-ACFT WAS DAMAGED WHERE THE SPAR CONNECTS TO THE LANDING GEAR. THE ACFT HAD VEERED OFF THE LEFT SIDE OF THE RWY. THE CFI STATED THAT THE LEFT TIRE WAS FLAT WHEN THE ACFT WAS PULLED FROM THE SNOWBANK. THE TIRE WAS LATER RE-INFLATED & RETAINED ITS PRESSURE. THE MECHANIC'S ASSESSMENT OF THE CURRENT DAMAGE WAS "SIDE LOAD DAMAGE" TO THE RT SPAR.

Brief of Accident (Continued)

File No. - 1302

3/10/84

STOW,OH

A/C Reg. No. N9111K

Time (Lcl) - 1315 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - DUAL STUDENT
3. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
4. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
5. LANDING GEAR, MAIN GEAR - PREVIOUS DAMAGE
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
7. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1372 5/13/84 COLUMBUS, OH A/C Reg. No. N78204 Time (Lc1) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- GLOBE GC-1B	Eng Make/Model	- CONTINENTAL O-300-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1710	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	RICKENBACKER AFB
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 12100 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - ASPHALT
Lowest Ceiling - 25000 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 - 43	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1001
SE LAND	Months Since - UNK/NR	Make/Model- 203
	Aircraft Type - UNK/NR	Instrument- 80
		Multi-Eng - 1
		Last 24 Hrs - 2
		Last 30 Days- 0
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RIGHT MAIN GEAR FAILED DURING TAKEOFF ROLL WHEN IT PASSED OVER AN ARRESTING CABLE. IT WAS REPORTED THAT THE TAILWHEEL WAS DAMAGED ON A PREVIOUS LANDING AT RICKENBACKER AFB WHEN IT PASSED OVER AN ARRESTING CABLE AND HAD SINCE BEEN REPLACED. EXAMINATION OF THE BROKEN LANDING GEAR SHOWED NO EVIDENCE OF FATIGUE FAILURE.

Brief of Accident (Continued)

File No. - 1372

5/13/84

COLUMBUS, OH

A/C Reg. No. N78204

Time (Lc1) - 1130 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - AIRPORT FACILITY
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1369 6/16/84 MIDDLEFIELD, OH A/C Reg. No. N6262U Time (Lcl) - 1650 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 210/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLEVELAND, OH
Destination
MIDDLEFIELD, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GEAUGA COUNTY
Runway Ident - 28
Runway Lth/Wid - 3509/ 65
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 - 8
Aircraft Type - M20C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	158	Last 24 Hrs	-	2
Make/Model-	50	Last 30 Days-	11		
Instrument-	6	Last 90 Days-	18		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT PROPS TOUCHED THE RWY DURING A WHEELS-UP APPROACH AND THE PLT INITIATED A GO-AROUND WITH BENT PROPS. THE ACFT CLIMBED TO ABOUT 100 FT AGL WITH LESS THAN FULL POWER. THE WINGS BEGAN TO ROCK, THE LEFT WING DROPPED AND THE ACFT FELL STRAIGHT DOWN TO THE GROUND. TWELVE PROP STRIKES WERE FOUND HALF WAY DOWN THE RWY. THE FIRST 8 INCHES OF EACH PROP TIP WERE CURVED 90 DEGS TO THE REAR AND EXHIBITED HEAVY CHORDWISE SCRATHES AND GOUGES. A WITNESS IN AN ACFT WAITING TO TAKEOFF HAD BROADCAST "DO NOT LAND, YOUR GEAR IS UP," AS THE ACCIDENT ACFT PASSED ABEAM THEIR POSITION ON THE TAXIWAY.

Brief of Accident (Continued)

File No. - 1369

6/16/84

MIDDLEFIELD, OH

A/C Reg. No. N6262U

Time (Lc1) - 1650 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - DISTORTED
 2. WHEELS UP LANDING - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

3. AIRSPEED - INATTENTIVE - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1303

7/26/84

WOODSFIELD, OH

A/C Reg. No. N423ST

Time (Lcl) - 0915 EDT

-----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 -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BURNS SONERIA II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 950
No. of Seats - 2

Eng Make/Model - VW 1835CC
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 - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 5500 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANASSAS, VA
Destination
WOODSFIELD, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MONROE COUNTY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 265
Last 24 Hrs - 5
Make/Model- 60
Instrument- 0
Last 30 Days- UNK/NR
Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

THE A/C DEPARTED CLINTON, MD, FOR A VFR FLT TO WOODSFIELD, OH, WITH A PLANNED REFUELING STOP AT MANASSAS, VA. EN ROUTE THE PLT OBSERVED AN ABNORMAL FUEL COMSUMPTION RATE BUT STILL ATTEMPTED TO REACH THE DESTINATION ARPT. ABOUT 3NM OUT THE ENG QUIT DUE TO FUEL EXHAUSTION. ON FINAL APPROACH TO AN OFF ARPT LANDING SITE, THE PLT SPOTTED SOME UNMARKED WIRES DIRECTLY AHEAD. HE STATED THAT HE STRECHED THE GLIDE TO CLEAR THE WIRES & SUBSEQUENTLY THE ACFT STALLED. HE WAS ABLE TO LEVEL THE WINGS BEFORE IMPACTING IN A NOSE HIGH ATTITUDE. AFTER THE ACCIDENT, THE PLT FOUND A LEAK IN THE CURTIS DRAIN VALVE ON THE GASCOLATOR. HE REPORTED THAT INFLT, WHEN THE FUEL TANK WAS PRESSURIZED BY PROP AIRFLOW, THE LEAK OCCURRED. ALSO, HE REPORTED THAT HIS NORMAL RANGE OF 2 HR & 40 MIN WAS REDUCED TO 1 HR & 43 MIN.

Brief of Accident (Continued)

File No. - 1303

7/26/84

WOODSFIELD, OH

A/C Reg. No. N423ST

Time (Lc1) - 0915 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FUEL SYSTEM, DRAIN - LEAK
 2. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE, TRANSMISSION
 4. MANEUVER - PERFORMED - PILOT IN COMMAND
 5. AIRSPEED - REDUCED - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1367 7/29/84 JEFFERSONVILLE, OH A/C Reg. No. N59H Time (Lcl) - 1915 EDT

-----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

Accident Occurred During -DESCENT

Fire

NONE

-----Aircraft Information-----

Make/Model - BELL 47-G2

Landing Gear - SKID

Max Gross Wt - 2450

No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-A1D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 200 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 045/005 KTS

Visibility - 4.000 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 - DIRT

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

NONE

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- 2587

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- 0

Last 90 Days- 0

Rotorcraft - 2587

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STARTED TO SETTLE WITH POWER DURING TAKEOFF AFTER THE ACFT WAS LOADED WITH CHEMICALS. THE PLT SAID HE HAD A CHOICE OF, GOING THROUGH A FENCE OR OVER IT AND DECIDED TO GO OVER IT. PULLING COLLECTIVE BLEED OFF M/R AND THE ACFT STOPPED FLYING. THE TAIL BOOM STRUCK THE GROUND DURING AN ATTEMPTED FLARE. THE MAIN BLADES FLEXED AND CUT OFF THE TAIL.

Brief of Accident (Continued)

File No. - 1367

7/29/84

JEFFERSONVILLE, OH

A/C Reg. No. N59H

Time (Lc1) - 1915 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
2. TAIL ROTOR - IMPROPER USE OF - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
4. PERFORMANCE DATA - DISREGARDED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1313 8/02/84 AKRON,OH A/C Reg. No. N8851T Time (Lcl) - 1437 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	2
Accident Occurred During -TAKEOFF		Other 0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 182-C	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	AKRON,OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BATAVIA,OH	AKRON FULTON INT'L
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2337/ 100
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
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 - 900
SE LAND	Months Since - 22	Last 24 Hrs - 15
	Aircraft Type - C-182	Make/Model- 342
		Instrument- 113
		Last 30 Days- UNK/NR
		Last 90 Days- 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 182 ON TAKEOFF ON RWY 19 COLLIDED WITH A PIPER PA34 LANDING ON RWY 25. EACH PLTS VIEW OF THE OTHER WAS OBSTRUCTED BY AIRPORT PARKING AT ONE POINT DURING THE MISHAP. THE AIRPORT TOWER WAS CLOSED. THE PILOT OF THE CESSNA LEFT THE UNICOM FREQUENCY FOR AN EXTENDED PERIOD OF TIME AND DID NOT HEAR THE PIPERS RADIO CALLS.

Brief of Accident (Continued)

File No. - 1313

8/02/84

AKRON, OH

A/C Reg. No. N8851T

Time (Lcl) - 1437 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
5. FACILITY, INADEQUATE DESIGN (STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - AIRPORT PERSONNEL
6. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - FAA (ORGANIZATION)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1313 8/02/84 AKRON,OH

A/C Reg. No. N32625

Time (Lc1) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
MINOR

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2
0	0	0	3

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-360-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 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- 21C/008 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AKRON,OH
Destination
AKRON INT'L,OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

AKRON FULTON INT'L
Runway Ident - 25
Runway Lth/Wid - 2337/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA34200

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 7513	Last 24 Hrs	- 5
Make/Model-	1016	Last 30 Days-	UNK/NR
Instrument-	406	Last 90 Days-	170
Multi-Eng	- 1356		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 182 ON TAKEOFF ON RWY 19 COLLIDED WITH A PIPER PA34 LANDING ON RWY 25. EACH PLTS VIEW OF THE OTHER WAS OBSTRUCTED BY AIRPORT PARKING AT ONE POINT DURING THE MISHAP. THE AIRPORT TOWER WAS CLOSED. THE PILOT OF THE CESSNA LEFT THE UNICOM FREQUENCY FOR AN EXTENDED PERIOD OF TIME AND DID NOT HEAR THE PIPERS RADIO CALLS.

Brief of Accident (Continued)

File No. - 1313

8/02/84

AKRON,OH

A/C Reg. No. N32625

Time (Lc1) - 1445 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. FACILITY, INADEQUATE DESIGN(STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - AIRPORT PERSONNEL
 5. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - FAA(ORGANIZATION)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1321 8/12/84 MANCHESTER, OH A/C Reg. No. N3573C Time (Lcl) - 1715 EDT

-----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 - DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4500 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FLEMINGSBURG, KY
Destination
GEORGETOWN, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 64
Last 24 Hrs - 3
Make/Model- 30
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED WHEN THE PILOT WAS FLYING LOW ON A FLY-BY FOR PHOTOGRAPHS. ADJUSTING HER SEAT, THE PASSENGER HIT THE CONTROL YOKE, THE AIRCRAFT PITCHED DOWN AND COLLIDED WITH A TREE. THE PILOT RECOVERED CONTROL AND COMPLETED A SAFE LANDING AT AN AIRPORT 15 MILES AWAY. THE OUTBOARD 4 FEET OF THE LEFT WING HAD BEEN TORN OFF.

Brief of Accident (Continued)

File No. - 1321

8/12/84

MANCHESTER, OH

A/C Reg. No. N3573C

Time (Lcl) - 1715 EDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ELEVATOR - INADVERTENT USE - PASSENGER
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. REMEDIAL ACTION - REDUCED - 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. - 1358

5/04/84

PUTNAM,OK

A/C Reg. No. N5194X

Time (Lcl) - 1345 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-E2A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 17
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 25

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	310	Last 24 Hrs -	2
Make/Model-	115	Last 30 Days-	UNK/NR	
Instrument-	3	Last 90 Days-	76	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING LANDING AND THE PLT ATTEMPTED TO ABORT THE LANDING. A TRUCK WAS PARKED NEAR THE END OF THE FIELD. THE ACFT COLLIDED WITH THE TRUCK WHICH IT FAILED TO CLEAR IN AN ATTEMPT TO FLY OVER IT. THERE WERE NO REPORTED MALFUNCTIONS OF EQUIPMENT.

Brief of Accident (Continued)

File No. - 1358

5/04/84

PUTNAM,OK

A/C Reg. No. N5194X

Time (Lc1) - 1345 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - VEHICLE
 2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
 3. ABORT - PERFORMED - PILOT IN COMMAND
 4. DISTANCE - MISJUDGED - PILOT IN COMMAND
 5. 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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1347 5/16/84 COLCORD,OK A/C Reg. No. N45906 Time (Lcl) - 1300 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 - TAKEOFF

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - 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- 100/004 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
SILOAM SPRINGS,AR
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 162
Make/Model- 128
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 2
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT DEPARTED DOWNWIND FROM AN UNIMPROVED FIELD TO AVOID POWER LINES AT THE UPWIND END OF THE FIELD. DURING THE TAKEOFF ROLL SUFFICIENT SPEED COULD NOT BE ATTAINED TO LIFT OFF AND CLEAR A FENCE AT THE DEPARTURE END OF THE RUNWAY. THE PILOT ATTEMPTED TO PULL THE AIRCRAFT OFF AND CLIMB OVER THE FENCE, BUT THE MAIN LANDING GEAR STRUCK THE TOP WIRE OF THE FENCE AND THE LEFT HORIZONTAL STABILIZER AND RIGHT WING STRUCK THE FENCE POST. CONTROL WAS LOST AND THE AIRCRAFT CRASHED INTO THE NEXT FIELD. THE PLT STATED THAT HAVING DEPARTED THIS FIELD MANY TIMES BEFORE, HE FELT CONFIDENT OF HIS PLANS FOR THE TAKEOFF.

Brief of Accident (Continued)

File No. - 1347

5/16/84

COLCORD,OK

A/C Reg. No. N45906

Time (Lcl) - 1300 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT ATTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

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. - 1270 5/20/84 TULSA,OK A/C Reg. No. N4239D Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH G35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2775
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 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- 010/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1400 FT
Lowest Ceiling - 1400 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TULSA,OK
Destination
TULSA,OK

ATC/Airspace

Type of Flight Plan - NONE
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 - 71
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - G-35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2787
Make/Model- 62
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 1
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS STATED IT APPEARED AS THOUGH THE PLT WAS ATTEMPTING TO PERFORM A PRECAUTIONARY LANDING ON A HIGHWAY. AS THE ACFT REACHED THE HIGHWAY, THE WITNESS HEARD THE ENGINE ACCELERATE TO "FULL POWER" AND SAW THE ACFT PULL UP. THE ACFT CONTACTED THE TOP STATIC WIRE OF A 125 FT HIGH POWER LINE LOCATED APRX 100 YARDS WEST OF THE HIGHWAY. THE ACFT TUMBLED AND IMPACTED IN AN OPEN FIELD 588 FT FROM THE POINT OF WIRE IMPACT. NO MECHANICAL FAILURES/MALFUNCTIONS WERE FOUND DURING THE INVESTIGATION. AUTOPSY REVEALED EVIDENCE THAT THE PLT HAD SUFFERED A SUBENDOCARDIAL MYOCARDIAL INFRACTION SOME TIME BEFORE THE ACCIDENT. IT ALSO REVEALED SEVERE CARDIOVASCULAR AND CORONARY DISEASE WITH VESSEL WALL OCCLUSION OF UP TO 90%.

Brief of Accident (Continued)

File No. - 1270

5/20/84

TULSA,OK

A/C Reg. No. N4239D

Time (Lcl) - 1515 CDT

Occurrence #1 UNDETERMINED
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
2. POWER ON LANDING - ATTEMPTED - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. OBJECT - WIRE,STATIC
5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 1269 5/26/84 WEWOKA,OK

A/C Reg. No. N215D

Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH BE35G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2775
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 020/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 900 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GAINESVILLE, TX
Destination
TULSA, OK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 53
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 1500	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 PLT WAS NOT CURRENT IN IMC OPERATIONS NOR WAS THE ACFT CERTIFIED FOR INSTRUMENT LFT. AFTER OBTAINING A WX BRIEFING WHICH FORECAST A CHANCE OF THUNDERSTORMS ALONG HIS ROUTE, THE PLT DEPARTED ON A X-COUNTRY. EN ROUTE THE PLT CONTACTED OKLAHOMA CITY EFAS AND WAS ADVISED OF A THUNDERSTOWM NEAR OKLAHOMA CITY. PLT STATED HE WOULD RETURN TO ARDMORE. WITNESSES SAW THE ACFT DESCENDING IN A DIVE OUT OF THE LOW CLOUD BASE. EXAMINATION OF THE WRECKAGE INDICATED THE ACFT SEPARATED IN-FLT AT A LOW ALT PRIOR TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1269

5/26/84

WEWOKA,OK

A/C Reg. No. N215D

Time (Lc1) - 1000 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. PULL-UP - EXCESSIVE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. FLIGHT CONTROL, STABILATOR SURFACE - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1350 6/21/84 OKLAHOMA CITY,OK A/C Reg. No. N9124F Time (Lcl) - 1700 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	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 369HS
Landing Gear - SKID
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 278 HP

ELT Installed/Activated - YES/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- 190/012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

CLARENCE E. PAGE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total	2250
Make/Model-	26
Instrument-	100
Multi-Eng -	840
Last 24 Hrs -	8
Last 30 Days-	UNK/NR
Last 90 Days-	45
Rotorcraft -	26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING A PRACTICE AUTOROTATION PLT FAILED TO BRING IN POWER IN TIME TO ARREST THE HIGH RATE OF DESCENT. THE HELICOPTER TOUCHED DOWN HARD AND THE MAIN ROTOR BLADES FLEXED DOWNWARD STRIKING THE TAIL BOOM AND SEVERING IT. THE PLT STATED HIS FAILURE TO ADD POWER WAS DUE TO HIS BEING FATIGUED. THE PILOT HAD FLOWN EIGHT HOURS THE DAY OF THE ACCIDENT AND STATED IT WAS EXTREMELY HOT THAT DAY.

Brief of Accident (Continued)

File No. - 1350

6/21/84

OKLAHOMA CITY,OK

A/C Reg. No. N9124F

Time (Lc1) - 1700 CDT

Occurrence HARD LANDING
Phase of Operation LANDING

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND
 4. DESCENT - EXCESSIVE - PILOT IN COMMAND
 5. LEVEL OFF - DELAYED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1297 7/12/84 MCALESTER,OK A/C Reg. No. N399V Time (Lcl) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH/VOLPAR C-45-H	Eng Make/Model - GARRETT TPE 331-47A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 13500	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 575 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCALESTER,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OKLAHOMA CITY,OK	Runway Ident - N/A
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3000
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 8
		Last 30 Days- UNK/NR
		Instrument- 150
		Last 90 Days- 133
		Multi-Eng - 1300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 40 MILES FROM MCALESTER ARPT, THE LT ENG LOST PWR & WAS SHUTDOWN. WHILE ATTEMPTING A PRECAUTIONARY LDG AT THE ARPT THE RT ENG LOST ALL PWR. WHILE MAKING AN EMERGENCY DESCENT THE PLT ATTEMPTED TO STRETCH THE GLIDE. THE ACFT COLLIDED WITH TREES 300 FT SHORT OF THE RWY. AN EXAMINATION OF THE AIRPLANE'S FUEL SYSTEM REVEALED THAT THE FUEL INLET SCREENS WERE BLOCKED WITH PARTICULATE & BIOLOGICAL COMTAMINANTS. THE ACFT HAD BEEN FLOW ONLY THREE HRS DURING THE PAST TWO OR MORE YRS & ITS FUEL TANKS HAD NOT BEEN DRAINED OR CLEANED DURING THAT TIME.

Brief of Accident (Continued)

File No. - 1297

7/12/84

MCLESTER,OK

A/C Reg. No. N399V

Time (Lcl) - 1745 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,SCREEN - BLOCKED(TOTAL)
4. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
8. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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. - 1218

7/04/84

EAGLE POINT,OR

A/C Reg. No. N73224

Time (Lcl) - 1745 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	2

Type of Operation -SIGHT SEEING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - BELL 47G-3B

Landing Gear - SKID

Max Gross Wt - 2759

No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-A1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 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- 060/003 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EAGLE POINT,OR

Destination

EAGLE POINT,OR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NONE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3485

Make/Model- 2985

Instrument- 375

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 20

Rotorcraft - 2985

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT MAIN ROTOR STRUCK THE GROUND DURING LANDING. THE COMMERCIAL PLT HAD TAKEN 2 PASSENGERS FOR A SIGHT SEEING TOUR AND DURING LANDING HE SAID ONE OF THEM GRABBED HIS RIGHT ARM AT 4 FT AGL AND HE WAS UNABLE TO RECOVER BEFORE GROUND CONTACT.

Brief of Accident (Continued)

File No. - 1218

7/04/84

EAGLE POINT, OR

A/C Reg. No. N73224

Time (Lcl) - 1745 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CONTROL INTERFERENCE - PERFORMED - PASSENGER
 2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1230 7/04/84 THE DALLES,OR A/C Reg. No. N25547 Time (Lcl) - 1317 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 -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIGMAN REED REARWIN 8125
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1635
No. of Seats - 2

Eng Make/Model - WARNER 50A
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/019 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

THE DALLES MUNICIPAL ARPT
Runway Ident - 02
Runway Lth/Wid - 4406/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE. LAND

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	179	Last 24 Hrs	-	3
Make/Model	-	55	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INADVERTANTLY TAXIED THE ACFT TO THE WRONG RWY FOR TAKEOFF. THE PLT DID SAY HE SAW ACFT DEPARTING FROM ANOTHER RWY. TAKEOFF WAS ATTEMPTED WITH A 19 KT X-WIND. THE ACFT RAN OFF THE SIDE OF THE RWY BEFORE BECOMING AIRBORNE. THE ARPT MANAGER HAS SINCE AGREED TO POSITION A SIGN DIRECTING TRAFFIC TO THE VARIOUS RWYS NEAR A DECISION INTERSECTION ON THE ARPT.

Brief of Accident (Continued)

File No. - 1230

7/04/84

THE DALLES, OR

A/C Reg. No. N25547

Time (Lcl) - 1317 PDT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 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) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1371

7/16/84

REDMOND,OR

A/C Reg. No. N1043L

Time (Lcl) - 0720 PDT

-----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

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - HILLER UH-12E

Eng Make/Model - LYCOMING VO-540-C2A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2750

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 340 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 - 45.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- SMOKE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

UNKNOWN

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

NONE

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5400 Last 24 Hrs - 3

Make/Model- 5400 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 100

Rotorcraft - 5400

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER A IN-FLT MAIN ROTOR BLADE SEPARATION DURING AN AERIAL APPLICATION FLT. INSPECTION OF THE FRACTURE SURFACE OF THE FAILED BLADE REVEALED CHARACTERISTICS CONSISTANT WITH THE HIGH STRESS, LOW CYCLE FATIGUE. LAB FINDINGS WILL BE COMPARED WITH SIMILIAR FAILURES WHICH HAVE OCCURRED SUBSEQUENT TO THE EXISTING AIRWORTHINESS DIRECTIVE (AI 80-14-12) REQUIRING SPECIAL INSPECTION OF THE SAME FAILURE AREA.

Brief of Accident (Continued)

File No. - 1371

7/16/84

REDMOND,OR

A/C Reg. No. N1043L

Time (Lcl) - 0720 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR BLADE - FATIGUE
 2. ROTOR SYSTEM,MAIN ROTOR BLADE - SEPARATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1381 3/05/84 SPARTANBURG, SC A/C Reg. No. N15479 Time (Lcl) - 2118 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	0	1	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	5	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SIKORSKY S-76A	Eng Make/Model - DETR. ALLISON 250-C30S	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO	
Max Gross Wt - 10300	Engine Type - TURBOSHAFT		
No. of Seats - 14	Rated Power - 317 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	COLUMBIA, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SPARTANBURG, SC	MILLIKEN HELIPORT
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 1.000 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 200 FT BROKEN	Type of Clearance - IFR	Runway Status - WET
Obstructions to Vision- FOG	Type Apch/Lndg - VOR/DME	
Precipitation - RAIN	STRAIGHT-IN	
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 12213
SE LAND, ME LAND	Months Since - 3	Make/Model- 293
HELICOPTER	Aircraft Type - S-76	Instrument- 1025
		Multi-Eng - 8993
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 57
		Rotorcraft - 535

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A LANDING AT A COMPANY HELIPAD. THE WEATHER WAS IMC WITH LOW CEILINGS AND FOG. THE ACFT HAD BEEN CLEARED FOR A VOR APPROACH MONITORED BY RADAR. THE CO-PLT SPOTTED THE PAD AND CALLED IT OUT TO THE PLT WHO STARTED A STEEP DESCENT. WHILE COMPLETING THE LANDING CHECK THE CO-PLT SENSED A NOSE HIGH ATTITUDE OF THE ACFT AND LOOKED OUT. IT APPEARED THE ACFT WAS MOVING BACKWARD AND DOWN. HE YELLED "WHERE ARE WE GOING?!" THE CAPTAIN ADDED POWER AS THE ACFT ENTERED THE TREES. THE NOSE AND RIGHT GEAR COLLAPSED BUT THE ACFT REMAINED UPRIGHT. THE ROTOR BLADES WERE RUINED BY TREE CONTACT.

Brief of Accident: (Continued)

File No. - 1381

3/05/84

SPARTANBURG, SC

A/C Reg. No. N15479

Time (Lc1) - 2118 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - FOG
2. DESCENT - EXCESSIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
9. OBJECT - TREE(S)

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. LANDING GEAR, MAIN GEAR - OVERLOAD
11. 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) 2,5,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1233 7/30/84 HARTSFIELD, SC

A/C Reg. No. N9156G

Time (Lc1) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire
IN FLIGHT

Crew
Pass

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA A188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-P
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- 060/007 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 1000 FT

Lowest Ceiling - 1000 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 - 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 - 59

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 25800

Make/Model- 3000

Instrument- 430

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 30

Rotorcraft - 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE SMELLED AN ELECTRICAL FIRE WHILE SPRAYING. HE ELECTED TO LAND BUT BEFORE HE COULD THE ENGINE QUIT. A FORCED LANDING WAS MADE IN A CORNFIELD. THE ACFT BURNED. THE FIRE ORIGIN WAS NOT LOCATED IN THE TOTALLY BURNED WRECKAGE.

Brief of Accident (Continued)

File No. - 1233

7/30/84

HARTSFIELD, SC

A/C Reg. No. N9156G

Time (Lc1) - 1200 EDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING

Finding(s)
1. ELECTRICAL SYSTEM - FIRE

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
2. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. FUSELAGE - BURNED

----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. - 1366 8/18/84 KINGSTREE, SC A/C Reg. No. N9652J Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						0

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	KINGSTREE, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- HAZE	PRECAUTIONARY LANDING	ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8550
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 6500
		Last 30 Days- UNK/NR
		Instrument- 125
		Last 90 Days- 300
		Multi-Eng - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN INTO HIGH VEGETATION DURING A PRECAUTIONARY LANDING AFTER THE PLT HEARD A VIBRATION WHICH BEGAN APRX 2 HRS AFTER THE INITIAL TAKEOFF. THE VIBRATION WAS CAUSED BY A LOOSE WING FAIRING. EXAMINATION OF THE ACFT REVEALED THAT A SCREW STRIPPED OUT OF THE WING ROOT FAIRING WHICH ALLOWED THE FAIRING TO TURN UP 8 INCHES ON TOP OF THE WING.

Brief of Accident (Continued)

File No. - 1366

8/18/84

KINGSTREE, SC

A/C Reg. No. N9652J

Time (Lcl) - 1300 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. WING, FAIRING - LOSS, PARTIAL
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1312 8/08/84 KENNEBEC,SD A/C Reg. No. N56687 Time (Lcl) - 1400 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	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- PIPER PA-36-285	Eng Make/Model	- CONTINENTAL UNKNOWN	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3900	Engine Type	- UNK/NR		
No. of Seats	- 1	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/007 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">PRIVATE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2000 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - UNK/NR</p>
---	--	---

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 18236 Last 24 Hrs - 10
SE LAND	Months Since - 13	Make/Model- 17236 Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0 Last 90 Days- 400

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF WHEN THE AIRCRAFT WAS 25 FEET IN THE AIR A DOWNDRAFT WAS ENCOUNTERED NEAR A SMALL HILL AT THE END OF THE RUNWAY. THE DESCENT CAUSED BY THE DOWNDRAFT COULD NOT BE ARRESTED AND THE AIRCRAFT COLLIDED WITH THE GROUND. THE AIRCRAFT WAS BEING OPERATED 400 POUNDS BELOW MAXIMUM TAKEOFF WEIGHT AND DENSITY ALTITUDE WAS APPROXIMATELY 3800 FEET. WIND WAS REPORTED TO BE OUT OF THE WEST AT 5 TO 7 KNOTS, A HEAD WIND, ACCORDING TO THE PLT. THE PLT DID NOT HAVE KNOWLEDGE OF MAX GROSS WT OF THE ACC ACFT (3900#) HE SAID IT WAS 4400#, WHICH IS CORRECT FOR ANOTHER AG ACFT, WHICH THE PLT HAD USED ON OCCASION.

Brief of Accident (Continued)

File No. - 1312

8/08/84

KENNEBEC, SD

A/C Reg. No. N56687

Time (Lcl) - 1400 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1215 1/11/84 THROCKMORTON, TX A/C Reg. No. N8646 Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OLNEY, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 30000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9267
SE LAND	Months Since - 13	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) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A STEEP LEFT WING DOWN, NOSE DOWN ATTITUDE. THE FLT HAD BEEN FOR THE PURPOSE OF CHECKING OUT THE FRONT SEAT PLT ON PIPE LINE PATROL. THE FRONT SEAT PLT HAD ONLY 22 HRS IN THIS MAKE & MODEL. THE WEATHER WAS VMC AND NO MECHANICAL MALFUNCTIONS OF EQUIPMENT OR PHYSICAL IMPAIRMENT OF THE PLTS WAS FOUND DURING THE INVESTIGATION. THERE ARE NO KNOWN WITNESSES TO THE ACCIDENT. THE ACFT HAD FLOWN ABOUT 1 HOUR SINCE REFUELING WHEN IT CRASHED.

Brief of Accident (Continued)

File No. - 1215

1/11/84

THROCKMORTON, TX

A/C Reg. No. N8646

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED -
 3. STALL/SPIN - INADVERTENT -
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - COPILOT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1216 4/21/84 CYPRESS,TX A/C Reg. No. N10605 Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries				
Fatal	Serious	Minor	None	
Crew 2	0	0	0	
Pass 0	0	0	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - NORTH AMERICAN AT-6D
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 5300
No. of Seats - 2

Eng Make/Model - P&W R1340AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 315/005 KTS
Visibility - 4.000 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 - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 2300
Make/Model- 190
Instrument- UNK/NR
Multi-Eng - 1800

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED WHILE SPINNING AFTER ONLY A FEW MINUTES FLT. THE ACFT HAD JUST BEEN FLOWN BY ANOTHER PLT FOR APRX 20 MINUTES JUST PRIOR TO THE ACCIDENT FLT. THIS PLT/OWNER SAID THE ACFT OPERATED IN A TROUBLE FREE MANNER. DURING THE ACCIDENT FLT THE PLT MADE A HIGH SPEED PASS OVER THE RWY AFTER TAKEOFF AND PULLED UP IN A STEEP CLIMB. THE ACFT THEN ENTERED A SPIN TO THE RIGHT WHICH ENDED IN THE CRASH WITH AN INTENSE GROUND FIRE THAT DESTROYED THE ACFT. THERE WERE NO MECHANICAL MALFUNCTIONS REVEALED AND THE PHYSICAL EXAMINATION OF THE PLT SHOWED NO PRE-ACCIDENT IMPAIRMENTS WHICH WOULD HAVE INTERFERED WITH THE PROPER OPERATION OF THE ACFT.

Brief of Accident (Continued)

File No. - 1216

4/21/84

CYPRESS, TX

A/C Reg. No. N10605

Time (Lc1) - 1630 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
 3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1377 4/27/84 SHIRO, TX A/C Reg. No. N8695E Time (Lcl) - 1715 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 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 - 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</p> <p style="padding-left: 20px;">SHIRO, TX</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 - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2080/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Make/Model- 27
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- 9
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE, DITCH & TREES DURING A TOUCH-&-GO LANDING ON A SHORT GRASS STRIP WITH OBSTRUCTIONS AT BOTH ENDS. THIS WAS THE STUDENTS 4TH SOLO ATTEMPT AND ACCORDING TO THE OWNER OF THE AVIATION TRAINING CENTER TOUCH-&-GO LANDINGS ARE NOT NORMALLY PERMITTED ON FIELDS THAT "SHORT" ESPECIALLY WITH A STUDENT OF LIMITED EXPERIENCE. HE THOUGHT THAT THE STUDENT "COERCED" THE CFI INTO ENDORSING THE SOLO FLT. THERE WERE 40 FT TREES AT THE END OF THE 2080 FT LONG TURF AIRSTRIP. THE OWNER OF THE TRAINING SCHOOL SAID HE SAW EVIDENCE OF BRAKING AT MIDFIELD WHEN THE STUDENT HAD DOUBTS ABOUT CLEARING THE TREES.

Brief of Accident (Continued)

File No. - 1377

4/27/84

SHIRO, TX

A/C Reg. No. N8695E

Time (Lcl) - 1715 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
5. JUDGEMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
6. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - DITCH
8. OBJECT - TREE(S)
9. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1378

5/02/84

SAN ANTONIO, TX

A/C Reg. No. N82DS

Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - DEHAVILLAND TIGER MOTH DH 82A

Eng Make/Model - GIPSY MAJOR 1C

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1770

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 140 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/003 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN ANTONIO, 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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE 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 - 1600

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 25

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN AN OPEN PASTURE WITH TREES ON THE WESTERN PERIMETER. THE ACFT ATTITUDE AT IMPACT WAS NOSE DOWN AT A 30 TO 50 DEGREE ANGLE IN A RIGHT SPIRAL. THE MAIN FUEL TANK MOUNTED ON THE TOP WING OVER AND BEHIND THE ENGINE BROKE FROM ITS MOUNT ON IMPACT AND RUPTURED. A FIRE BROKE OUT AND CONSUMED THE ACFT. A 11 YR OLD BOY SAID HE SAW THE ACFT CLIMB OVER SOME TREES, MAKE A LEFT TURN AND THEN HE HEARD THE ENGINE QUIT RUNNING. THE ACFT NOSED OVER SHARPLY AND DESCENDED BELOW THE TREES. THE WITNESS THEN SAW THE FIRE BALL. PLTS WHO HAD FLOWN THE ACFT SAY IT STALLS WITHOUT WARNING IF POWER IS RETARDED AND THE SPEED IS DISSIPATED AND THAT THE ACFT ALWAYS FELL OFF ON THE RIGHT WING DURING THE STALL.

Brief of Accident (Continued)

File No. - 1378

5/02/84

SAN ANTONIO, TX

A/C Reg. No. N82DS

Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. STALL - NOT CORRECTED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1260 5/05/84 SEYMOUR, TX A/C Reg. No. N5457Q Time (Lc1) - 0935 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	-DESCENT	NONE		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/008 KTS</p> <p>Visibility - 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</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SEYMOUR MUNICIPAL</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 3500/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 27</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 27</td> <td>Last 30 Days- 4</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 11</td> </tr> </table>	Total - 27	Last 24 Hrs - 2	Make/Model- 27	Last 30 Days- 4	Instrument- 0	Last 90 Days- 11
Total - 27	Last 24 Hrs - 2							
Make/Model- 27	Last 30 Days- 4							
Instrument- 0	Last 90 Days- 11							

Instrument Rating(s) - NONE

-----Narrative-----

THE 27 HOUR STUDENT PLT ABORTED HIS LANDING WHEN THE ACFT BEGAN TO BALLOON. THE PLT RETRACTED THE FLAPS AND THE ACFT SETTLED HARD ONTO THE RWY AND BOUNCED BACK INTO THE AIR. THE PLT REACTED BY PULLING BACK ON THE YOKE AND INADVERTENTLY APPLIED LEFT AILERON WHEN HE LEANED LEFT TO VISUALLY CHECK THE LEFT MAIN GEAR. THE ACFT COLLIDED WITH A FENCE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1260

5/05/84

SEYMOUR, TX

A/C Reg. No. N5457Q

Time (Lc1) - 0935 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - FENCE
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,9

Factor(s) relating to this accident is/are finding(s) 1,4,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1259 5/10/84 CEDAR HILL, TX A/C Reg. No. N46RJ Time (Lc1) - 2115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model - HILLER AVIATION UH-12E	Eng Make/Model - LYCOMING VO-540-9A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/015 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point CEDAR HILL, TX</p> <p>Destination MANSFIELD, TX</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>COW PATCH</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1384
SE LAND	Months Since - 10	Make/Model- 23
HELICOPTER	Aircraft Type - BE-P35	Instrument- 50
		Multi-Eng - 3
		Last 24 Hrs - 0
		Last 30 Days- 9
		Last 90 Days- 37
		Rotorcraft - 144

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL NIGHT FLIGHT AFTER AN OIL CHANGE & ANNUAL INSPECTION, THE HELICOPTER EXPERIENCED A TOTAL POWER PLANT FAILURE. AN AUTOROTATION WAS PERFORMED & THE HELICOPTER STRUCK A BUILDING PRIOR TO COMING TO REST. INSPECTION OF THE WRECKAGE REVEALED ENGINE FAILURE WAS A RESULT OF OIL STARVATION. INVESTIGATION REVEALED THE OIL SYSTEM HAD BEEN ADEQUATELY SERVICED, HOWEVER, THE DRAIN VALVE HAD NOT BEEN CLOSED & UPON ENGINE START AND TAKEOFF THE OIL WAS PUMPED OVERBOARD.

Brief of Accident (Continued)

File No. - 1259

5/10/84

CEDAR HILL, TX

A/C Reg. No. N46RJ

Time (Lc1) - 2115 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
2. FLUID, OIL - EXHAUSTION
3. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
4. MAINTENANCE, 100 HOUR INSPECTION - NOT FOLLOWED - OTHER MAINTENANCE PSNL
5. IMPROPER USE OF PROCEDURE, COMPLACENCY - OTHER MAINTENANCE PSNL
6. LIGHT CONDITION - NIGHT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - RESIDENCE

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

10. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1261

5/12/84

EL PASO, TX

A/C Reg. No. N3168

Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire - NONE
Crew - 0
Pass - 0

-----Aircraft Information-----

Make/Model - STARDUSTER SA-300
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 1

Eng Make/Model - LYCOMING O-435
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 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- 260/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRSTRIP

Airport Data

WEST TEXAS
Runway Ident - 08
Runway Lth/Wid - 4000/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 34

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - 131
Make/Model- 60	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 129

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN THE ARPT TRAFFIC PATTERN FOR LANDING, THE PLT EXPERIENCED AN ENGINE FAILURE AND LANDED SHORT OF THE RWY. THE ACFT COLLIDED WITH A SAND DUNE. THE PLT STATED THAT HE HAD EXPERIENCED A LOSS OF FUEL PRESSURE ON PREVIOUS FLTS BUT HAD NOT CORRECTED THE PROBLEM. THE FUEL PUMP WAS NOTED TO BE MALFUNCTIONING DURING THIS FLT.

Brief of Accident (Continued)

File No. - 1261

5/12/84

EL PASO, TX

A/C Reg. No. N3168

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FUEL SYSTEM, PUMP - FAILURE, PARTIAL
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1386 5/13/84 HAMILTON, TX A/C Reg. No. N4081E Time (Lc1) - 1015 CDT

-----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 -DESCENT			0	1	0	0
				1	0	0

-----Aircraft Information-----

Make/Model - AERONCA 11BC	Eng Make/Model - CONTINENTAL C85-8F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAMILTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 KTS	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 - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 924
SE LAND	Months Since - 24	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED AT 1500-2000 FT AGL AND COLLIDED WITH A FENCE AND THE GROUND DURING RECOVERY ATTEMPTS. THE PLT SAID THE ACFT WAS INTENTIONALLY STALLED BUT THE SPIN WAS NOT EXPECTED. THE ACFT WAS ESTIMATED TO BE APRX 47 LBS OVER MAX GROSS WEIGHT. THE FLT HAD LASTED ONLY ABOUT 15 MINUTES ACCORDING TO THE PASSENGER.

Brief of Accident (Continued)

File No. - 1386

5/13/84

HAMILTON, TX

A/C Reg. No. N4081E

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. STALL - INTENTIONAL - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1262 5/20/84 SUNRAY, TX A/C Reg. No. N22024 Time (Lcl) - 1520 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/007 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
SUNRAY, TX
Destination
LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP
Airport Data
SUNRAY MUNI
Runway Ident - 20
Runway Lth/Wid - 4100/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 58
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 27 Last 24 Hrs - 1
Make/Model- 27 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB, AT AN ALTITUDE OF 8 TO 10 FT AGL, THE STUDENT PLT REPORTED EXPERIENCING "TURBULENCE LIKE A DOWN DRAFT" & THE ACFT SETTLED BACK TO THE RWY. BELIEVING THAT INSUFFICIENT RWY REMAINED TO CLEAR APPROACHING POWER LINES, THE PLT INTENTIONALLY SWERVED THE ACFT OFF THE RWY. IT ENTERED A SOFT, PLOWED FLD ADJACENT TO THE RWY & NOSED OVER FOLLOWING COLLAPSE OF THE NOSE GEAR. THE PLT REPORTED THAT THE LOCAL WIND SPEED WAS 2 KTS WITH GUSTS TO 15 KTS.

Brief of Accident (Continued)

File No. - 1262

5/20/84

SUNRAY, TX

A/C Reg. No. N22024

Time (Lcl) - 1520 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. ABORTED TAKEOFF - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. LANDING GEAR, NOSE GEAR ASSEMBLY - 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) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1400 5/23/84 SAN ANTONIO,TX A/C Reg. No. N5114K Time (Lcl) - 1412 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-HZAD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAN ANTONIO,TX	
Method - N/A	Destination SAN ANTONIO,TX	Airport Data STINSON MUNI
Completeness - N/A		Runway Ident - 14
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4129/ 150
Wind Dir/Speed- 010/009 KTS	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Visibility - 8.0 SM	Type of Clearance - VFR	Runway Status - DRY
Lowest Sky/Clouds -	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	
Lowest Ceiling - 3000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 139
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 40
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY DURING LANDING, WENT THROUGH A FENCE ON INTO A STREET. TOWER PERSONNEL SAID THE ACFT LANDED FASTER THEN NORMAL ABOUT 1/2 WAY DOWN THE RWY AND BOUNCED SEVERAL TIMES BEFORE GOING THROUGH THE FENCE. THE PLT SAID HE FOUND A SHOE UNDER THE BRAKE ON THE PASSENGER SIDE. SINCE THE BRAKES ON LEFT AND RIGHT ARE INDEPENDENT OF EACH OTHER THIS EXPLANATION IS NOT VALID. THERE WERE NO INDICATIONS THAT ONE BRAKE WAS LESS EFFECTIVE THAN THE OTHER. A WITNESS SAID HE HEARD THE ACFT TIRES SQUEALING WHEN THE ACFT WAS ABOUT 500 FT FROM THE RWYS END.

Brief of Accident (Continued)

File No. - 1400

5/23/84

SAN ANTONIO, TX

A/C Reg. No. N5114K

Time (Lcl) - 1412 CDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - FENCE
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
7. GO-AROUND - 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) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1263 5/28/84 LEANDER, TX A/C Reg. No. N92CL Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- GERMANY WETHERELL SONERAI I	Eng Make/Model	- VOLKSWAGON UNKNOWN	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 35 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	LEANDER, TX	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision		
Precipitation		
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current	Total
SE LAND	Months Since	Make/Model
	Aircraft Type	Instrument
		Multi-Eng
		Last 24 Hrs
		Last 30 Days
		Last 90 Days
		Rotorcraft

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE FLIGHT THE PLT ADJUSTED THE CARBURETOR. A LOCAL FLIGHT WAS MADE TO TEST THE CARBURATOR. DURING THE GLIDING APCH TO THE RWY THE PLT NOTICED THE ENG IDLE POWER WAS 1400 RPM. WHILE ON BASE LEG THE PLT ADVANCED THE THROTTLE, HOWEVER, ENG PWR REMAINED AT 1400 RPM. THE PLT, UNABLE TO REACH THE ARPT, ATTEMPTED A LNDG IN AN OPEN FIELD. THE ACFT COLLIDED WITH THE TOP OF A TREE SHORT OF THE FIELD. BOTH WINGS WERE DAMAGED. EXAMINATION OF THE ACFT DISCLOSED HAT THE THROTTLE CABLE WAS KINKED.

Brief of Accident (Continued)

File No. - 1263

5/28/84

LEANDER, TX

A/C Reg. No. N92CL

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - BENT
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - TREE(S)
 3. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1257 6/15/84 SAN BENITO, TX A/C Reg. No. N8594S Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AIRTRACTOR INC AT301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 110/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN BENITO, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 43

Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Last 24 Hrs	- 2
Last 30 Days	- UNK/NR
Last 90 Days	- 24
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE BEGINNING OF THE INITIAL SWATH RUN THE ACFT COLLIDED WITH POWER LINES. THE POWER LINES REMAINED ATTACHED TO THE ACFT THROUGHOUT THE UNCONTROLLED DESCENT INTO A COTTON FIELD.

Brief of Accident (Continued)

File No. - 1257

6/15/84

SAN BENITO, TX

A/C Reg. No. N8594S

Time (Lcl) - 1900 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. - 1283

6/21/84

ENNIS, TX

A/C Reg. No. N2204J

Time (Lcl) - 1925 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 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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WAXAHACHIE, 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 - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 43

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	290	Last 24 Hrs - UNK/NR
Make/Model-	58		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE PLT EXPERIENCED A ROUGH RUNNING ENG WHILE DOING TOUCH & GO LANDINGS HE EXECUTED A PRECAUTIONARY LDG. UPON ROLLOUT THE ACFT NOSED OVER IN A DITCH & CAME TO REST INVERTED. POST CRASH EXAMINATION OF THE ENG REVEALED NO EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1283

6/21/84

ENNIS, TX

A/C Reg. No. N2204J

Time (Lc1) - 1925 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1282 6/24/84 MONAHANS, TX A/C Reg. No. N5278Y Time (Lcl) - 2015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010/010 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 DURANGO, CO</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ROY HURD MEM.</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 3600/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 280</p> <p>Make/Model- 26</p> <p>Instrument- 53</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE SEVERAL UNSUCCESSFULL DOWNWIND LANDING ATTEMPTS. THE LAST ATTEMPT WAS LONG & FAST & UPON GO AROUND, THE ACFT STRUCK THE ARPT BOUNDRY FENCE & CAME TO REST 700 FT PAST THE DEPARTURE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1282

6/24/84

MONAHANS, TX

A/C Reg. No. N5278Y

Time (Lc1) - 2015 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. OBJECT - FENCE
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1258

6/29/84

MARSHALL, TX

A/C Reg. No. N6261U

Time (Lcl) - 1920 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 - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 070/004 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
CIBOLO, 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

HARRISON COUNTY
Runway Ident - 15
Runway Lth/Wid - 3500/ 90
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 173
Make/Model- 13
Instrument- 2
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED INITIAL LANDING EXTENSION INDICATED AN UNSAFE CONDITION. THE LANDING GEAR WAS RECYCLED & A SAFE DOWN & LOCKED POSITION WAS INDICATED. ON LANDING ROLL THE ACFT VEERED LEFT OFF OF THE RWY & COLLIDED WITH TREES. TIRE MARKS ON THE RWY INDICATED THE LEFT MAIN GEAR PARTIALLY RETRACTED DURING THE LANDING ROLL. THE LEFT MAIN GEAR RETRACT ROD WAS FOUND BROKEN.

Brief of Accident (Continued)

File No. - 1258

6/29/84

MARSHALL, TX

A/C Reg. No. N6261U

Time (Lcl) - 1920 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s):

1. LANDING GEAR, GEAR INDICATING SYSTEM - UNLOCKED
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

2. LANDING GEAR, GEAR LOCKING MECHANISM - OVERLOAD
-

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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1281 6/30/84 SAN ANGELO, TX A/C Reg. No. N3571U Time (Lcl) - 0820 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIR EXCHANGE INC.	DESTROYED		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	Minor	1
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	0	0
Accident Occurred During	-CLIMB						

-----Aircraft Information-----

Make/Model	- PIPER PA-32RT-301T	Eng Make/Model	- LYCOMING TIO-540-S1AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	SAN ANGELO, TX			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	MIDLAND, TX		Runway Ident	- N/A
Wind Dir/Speed	- 080/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- VFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 1320	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 2	Make/Model - 101	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 138	Last 90 Days - 343
		Multi-Eng - 108	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS IN A CLIMB TO CRUISE WHEN HE SMELLED SMOKE. HE IMMEDIATELY TURNED BACK TOWARDS THE ARPT BUT THE CABIN FILLED WITH SMOKE SO HE ELECTED TO MAKE AN EMERGENCY LANDING IN A PLOWED FIELD. AFTER LANDING THE ACFT WAS TOTALLY DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1281

6/30/84

SAN ANGELO, TX

A/C Reg. No. N3571U

Time (Lcl) - 0820 CDT

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. ENGINE ASSEMBLY - FIRE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 FIRE/EXPLOSION
Phase of Operation STANDING

----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. - 1325 6/30/84 GEORGETOWN, TX A/C Reg. No. N71879 Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182M	Eng Make/Model - CONTINENTAL O-470-R25	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GEORGETOWN, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WACO, TX	GEORGETOWN MUNICIPAL
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
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 - 95
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A X-COUNTRY FLIGHT THE ACFT EXPERIENCED A BIRD STRIKE. THE PLT ELECTED TO RETURN TO THE DEPARTURE AIRFIELD FOR A PRECAUTIONARY LANDING. SHE MADE TWO HARD LANDINGS ON THE FIRST APPROACH AND THEN RECOVERED AND MADE A GO-AROUND. ON THE NEXT APPROACH SHE MADE A NORMAL LANDING.

Brief of Accident (Continued)

File No. - 1325

6/30/84

GEORGETOWN, TX

A/C Reg. No. N71879

Time (Lc1) - 1100 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - BIRD(S)
 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
 5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 6. LANDING GEAR, NOSE GEAR - BUCKLED
 7. FUSELAGE - BUCKLED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1280 7/01/84 BLANCO,TX A/C Reg. No. N738RW Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----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 - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed-
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN ANTONIO,TX
Destination
BLANCO,TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

RIV RANCH
Runway Ident - 18
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRAVEL
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 369 Last 24 Hrs - 1
Make/Model- 369 Last 30 Days- 11
Instrument- 0 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO THE TATUM RANCH PRIVATE AIRSTRIP BEING INCORRECTLY MARKED ON THE SECTIONAL CHART THE PLT WAS USING, HE INADVERTANTLY LANDED AT THE WRONG ARPT LOST CONTROL OF THE ACFT & WAS UNABLE TO GO AROUND OR STOP. THE ACFT CONTINUED OFF THE END OF THE GRAVEL RUNWAY DOWN INTO A RAVINE.

Brief of Accident (Continued)

File No. - 1280

7/01/84

BLANCO, TX

A/C Reg. No. N738RW

Time (Lc1) - 1430 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. CHARTS - INCORRECT
2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1244

7/06/84

LAMESA, TX

A/C Reg. No. N7521Z

Time (Lcl) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-25-235

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 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

LAMESA, TX

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

LAMESA

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 - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

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	-	2755	Last 24 Hrs	-	8
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Make/Model	-	1131	Last 30 Days	-	UNK/NR
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Instrument	-	71	Last 90 Days	-	295
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Multi-Eng	-	36			
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER TAKEOFF AND THE LEFT MAIN GEAR WAS KNOCKED OFF. THE PLT DID NOT DUMP THE CHEMICAL LOAD WHEN THE ACFT STARTED TO SETTLE. ACCORDING TO THE PLT, THE ACFT WAS TOO HEAVY AND DENSITY ALT WAS A FACTOR.

Brief of Accident (Continued)

File No. - 1244

7/06/84

LAMESA, TX

A/C Reg. No. N7521Z

Time (Lc1) - 1315 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
 3. LANDING GEAR, MAIN GEAR - SEPARATION
 4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
 5. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 1349

7/11/84

HENDERSON, TX

A/C Reg. No. N8518W

Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - ROBINSON R-22A

Landing Gear - SKID

Max Gross Wt - 1300

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 124 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/005 KTS

Visibility - 35.0 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

Airport Proximity
ON AIRPORT

Airport Data

RUSK COUNTY

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5300

Make/Model- 2500

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 260

Rotorcraft - 4800

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PLT STATED THAT THE STUDENT PLT LANDED THE HELICOPTER. AS THE HELICOPTER TOUCHED DOWN AND WAS STILL LIGHT ON ITS SKIDS THE STUDENT APPLIED LEFT CYCLIC CONTROL AND THE HELICOPTER STARTED TO ROLL TOWARDS THE LEFT. THE STUDENT PLT FROZE ON THE CONTROLS AND THE INSTRUCTOR COULD NOT PUT IN COUNTERING CONTROLS BEFORE THE HELICOPTER ROLLED OVER ON ITS LEFT SIDE.

Brief of Accident (Continued)

File No. - 1349

7/11/84

HENDERSON, TX

A/C Reg. No. N8518W

Time (Lcl) - 1300 CDT

Occurrence ROLL OVER
Phase of Operation LANDING

Finding(s)

1. CYCLIC - IMPROPER USE OF - DUAL STUDENT
2. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
3. IMPROPER USE OF PROCEDURE, PANIC - DUAL STUDENT
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1353

7/14/84

MARSHALL, TX

A/C Reg. No. N5885B

Time (Lcl) - 1635 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 -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - CESSNA 182A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2650

No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470-L

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/004 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HARRISON CTY

Runway Ident - 15

Runway Lth/Wid - 3500/ 90

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 550

Make/Model- 50

Instrument- 36

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESCENDED IN A LONG GLIDE FROM 5000 FT. THE ENGINE DID NOT RESPOND TO THROTTLE APPLICATION ON FINAL. PUMPING THE THROTTLE PRODUCED BRIEF RESTARTS. THE PLT LANDED IN A ROUGH FIELD OFF THE ARPT. THE NOSE GEAR SEPARATED AND THE ACFT NOSED OVER. NO MECHANICAL MALFUNCTIONS WERE DISCOVERED BY FAA IN A POST ACCIDENT INVESTIGATION.

Brief of Accident (Continued)

File No. - 1353

7/14/84

MARSHALL, TX

A/C Reg. No. N5885B

Time (Lcl) - 1635 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. DESCENT - IMPROPER - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. PLANNED APPROACH - POOR - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1243

7/14/84

BROOKSHIRE, TX

A/C Reg. No. N1674

Time (Lcl) - 1930 CDT

-----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 - SMITH MINIPLANE DSA-1
Landing Gear - UNK/NR
Max Gross Wt - 1000
No. of Seats - 1

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

SPORT FLYER ESTATE
Runway Ident - 18
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 220/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 496	Last 24 Hrs	- UNK/NR
Make/Model-	7	Last 30 Days-	UNK/NR
Instrument-	99	Last 90 Days-	12
Multi-Eng	- 146		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH AN UNMARKED WIRE AFTER THE ENGINE QUIT ON FINAL APCH. AFTER THE COLLISION THE PLT WAS ABLE TO LEVEL THE ACFT AND CRASH LANDED ABOUT 250 FT SHORT OF THE RWY. THE IMPACT SNAPPED OFF ONE GEAR AND FOLDED THE OTHER. THE ACFT SKIDDED TO A STOP ON THE GRASS. THE PLT THOUGHT HE COULD HAVE MISSED THE WIRE IF HE HAD SEEN IT. THE PLT RECOMMENDED MARKER BALLS ON THE TOP WIRE. ACCORDING TO HIM THE BOTTOM WIRE WAS MARKED WHICH LED HIM TO MISJUDGE THE CLEARANCE.

Brief of Accident (Continued)

File No. - 1243

7/14/84

BROOKSHIRE, TX

A/C Reg. No. N1674

Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - WIRE, STATIC
 3. VISUAL LOOKOUT - CONFLICTING - PILOT IN COMMAND
 4. AIRPORT FACILITIES, OBSTRUCTION MARKING - INACCURATE
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 6. OBJECT - WIRE, STATIC
 7. - CONFLICTING - PILOT IN COMMAND
 8. AIRPORT FACILITIES, OBSTRUCTION MARKING - INACCURATE
 9. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. LANDING GEAR, MAIN GEAR - OVERLOAD
 11. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,6,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1354

7/16/84

DAISETTA, TX

A/C Reg. No. N6927E

Time (Lc1) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 175A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL GO-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 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- 200/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAISETTA, 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

LIBERTY
Runway Ident - UNK/NR
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - UNK/NR

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ON A SOLO FLT RAN OFF THE END OF THE RWY DURING LANDING. FAA SAID THE PLT HAD NOT RECEIVED DUAL INSTRUCTION RECENTLY ENOUGH TO BE LEGALLY QUALIFIED FOR THIS FLT. A REPORT OF THE ACCIDENT WAS NOT FILED BY THE STUDENT.

Brief of Accident (Continued)

File No. - 1354

7/16/84

DAISETTA, TX

A/C Reg. No. N6927E

Time (Lcl) - 1400 CDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - FENCE
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - UNQUALIFIED PERSON
3. IMPROPER USE OF PROCEDURE, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. DISTANCE - MISJUDGED - UNQUALIFIED PERSON

----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. - 1236 7/19/84 EL PASO, TX

A/C Reg. No. N240US

Time (Lc1) - 1923 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

SUBSTANTIAL

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

2

0

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS-355F
Landing Gear - SKID
Max Gross Wt - 4200
No. of Seats - 7

Eng Make/Model - ALLISON 250 C-20F
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 170/009 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PECOS, TX

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

EL PASO INTERNATIONAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI

SE LAND

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - AS355-F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7463 Last 24 Hrs - 1

Make/Model- 13 Last 30 Days- UNK/NR

Instrument- 260 Last 90 Days- 100

Rotorcraft - 7396

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER ENCOUNTERED TURBULENCE AND DOWNDRAFTS DURING LANDING. THE ACFT IMPACTED THE ASPHALT RAMP SLIGHTLY NOSE LOW AND BOUNCED 2-3 FT INTO THE AIR. THE NOSE DIPPED MORE AND FULL AFT CYCLIC WAS APPLIED. THE MAIN ROTOR BLADES HIT THE GROUND AND THE ACFT YAWED AND ROLLED OVER TO THE RIGHT. THE ACFT WAS DESTROYED BY FIRE. THE PLT STATED THAT HE EXPERIENCED TURBULENCE AND AS HE TURNED TOWARD THE RAMP TO LAND THE ACFT BEGAN A RAPID DESCENT FROM 50 FT AGL. A LITTLE COLLECTIVE WAS ADDED BUT THE ACFT DID NOT RESPOND. THE PLT TURNED FAST INTO THE WIND AND ADDED FULL UP COLLECTIVE. THE DESCENT CONTINUED TO IMPACT.

Brief of Accident (Continued)

File No. - 1236

7/19/84

EL PASO, TX

A/C Reg. No. N240US

Time (Lcl) - 1923 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. WEATHER CONDITION - DOWNDRAFT
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. COLLECTIVE - DELAYED - PILOT IN COMMAND
7. CYCLIC - EXCESSIVE - PILOT IN COMMAND
8. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 2,5,6,7,8

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. - 1348

7/21/84

EL PASO, TX

A/C Reg. No. N9183F

Time (Lc1) - 1000 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - HUGHES 369HS

Eng Make/Model - ALLISON 250-C20B

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2400

Engine Type - TURBOSHAFT

No. of Seats - 4

Rated Power - 420 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/008 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

Age - 50

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - UNK/NR

Total - 12265

Last 24 Hrs - 2

SE LAND,ME LAND,SE SEA

Months Since - 2

Make/Model- 2000

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 135

Last 90 Days- 40

Multi-Eng - 265

Rotorcraft - 10000

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CRASHED INTO A FIELD DURING AN AERIAL APPLICATION FLIGHT. THERE WERE NO EYEWITNESSES TO THE CRASH. THE PILOT WAS PULLED FROM THE WRECKAGE BY A FARM WORKER WHO HEARD THE CRASH. THE PILOT WOULD NOT STATE TO INVESTIGATORS WHAT OCCURRED.

Brief of Accident (Continued)

File No. - 1348

7/21/84

EL PASO, TX

A/C Reg. No. N9183F

Time (Lcl) - 1000 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

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. - 1397

7/21/84

BRYAN, TX

A/C Reg. No. N4936X

Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

0

0

0

1

Accident Occurred During -DESCENT

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - ROCKWELL S2R

Eng Make/Model - P&W R-1340-AN-1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 7000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Itinerary

Airport Proximity

Wx Briefing - NO RECORD OF BRIEFING

Last Departure Point

UNK/NR

Method - N/A

BRYAN, TX

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- 110/011 KTS

Runway Ident - N/A

Visibility - 7.0 SM

ATC/Airspace

Runway Lth/Wid - N/A

Lowest Sky/Clouds - 3500 FT SCATTERED

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 - UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

-----Personnel Information-----

Pilot-In-Command

Age - 29

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - NO

Total - 2561

Last 24 Hrs - 13

SE LAND

Months Since - 12

Make/Model- 1978

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 20

Last 90 Days- 240

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND THE GROUND AFTER STALLING DURING A PULL-UP WHILE MANEUVERING FOR AERIAL APPLICATION. IT WAS A HOT DAY AND THE ACFT HAD RECENTLY BEEN LOADED. THE PLT ADVISED TO "BEWARE OF DENSITY ALTITUDE AND TURNING HARD OVER TREES." THIS ACFT ALSO HAD AN EXTENDED WING WHICH REDUCED ROLL RATE BUT SHOULD INCREASE LOAD LIFTING. THE PLT SAID THE ACCIDENT WAS PILOT ERROR.

Brief of Accident (Continued)

File No. - 1397

7/21/84

BRYAN, TX

A/C Reg. No. N4936X

Time (Lc1) - 1200 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
5. MANEUVER - EXCESSIVE - PILOT IN COMMAND
6. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
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) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1237 7/23/84 COLLEGE STATION, TX A/C Reg. No. N5246Q Time (Lcl) - 1832 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire NONE Crew 0 Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/004 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLLEGE STATION, TX

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

EASTERWOOD

Runway Ident - 10

Runway Lth/Wid - 5160/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 27

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 12 Last 24 Hrs - 1

Make/Model- 12 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED DOWN AFTER A BOUNCED LANDING. THE STUDENT PLT HAD 1 HOUR PIC TOTAL. SHE SAID THE ACFT BALLOONED AND BOUNCED DURING LANDING. SHE SAID SHE SHOULD HAVE ADDED POWER DURING THE BALLOONING TO REFLARE OR COMPLETED A GO-AROUND.

Brief of Accident (Continued)

File No. - 1237

7/23/84

COLLEGE STATION, TX

A/C Reg. No. N5246Q

Time (Lcl) - 1832 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1309

7/24/84

DALLAS, TX

A/C Reg. No. N16981

Time (Lcl) - 1150 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PUBLIC USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

2

Crew

0

Pass

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - DETROIT DIESE 250-C-20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 317 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- 120/005 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DALLAS, 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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 46

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 - 7689

Make/Model- UNK/NR

Instrument- 337

Multi-Eng - 402

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 5127

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE HELICOPTER CIRCLING A 523 FT, FREE STANDING, COMMUNICATIONS TOWER. AFTER CIRCLING SEVERAL TIMES, HELICOPTER PASSED CLOSE TO THE TOWER & A MAIN ROTOR BLADE STRUCK IT AT THE 451 FT LEVEL. THE OUTBOARD PORTION OF THE ROTOR BLADE SEPARATED AS WELL AS SOME PORTIONS OF THE TOWER, INCLUDING A X-BRACE. THE HELICOPTER THEN SPUN & TUMBLED TO THE GROUND. IT IMPACTED IN A NOSE-LOW, INVERTED ATTITUDE & BURNED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1309

7/24/84

DALLAS, TX

A/C Reg. No. N16981

Time (Lcl) - 1150 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - ELECT TOWER(MARKED)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1238 7/25/84 WICHITA FALLS, TX A/C Reg. No. N49680 Time (Lc1) - 1920 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BOEING A75N1	Eng Make/Model - CONTINENTAL W-670-6A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WICHITA FALLS, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LAKE DALLAS, TX	Runway Ident - N/A
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 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 - 5000 FT BROKEN	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, ATP	Current - YES	Total - 7000
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 3
		Instrument- 715
		Last 30 Days- UNK/NR
		Last 90 Days- 180
		Multi-Eng - 6400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST THRUST AND STARTED A DESCENT AT FULL POWER DURING CLIMBOUT. A FORCED LANDING WAS MADE IN A RESIDENTIAL AREA. EXAMINATION OF THE ACFT INDICATED THAT THE PROP BLADES HAD TWISTED TO LOW PITCH. ONE BLADE WAS TWISTED 180 DEGREES AT THE SCENE. TORQUES OF LESS THAN 50 FOOT LBS AND 25 FOOT LBS WERE OBTAINED BY FAA. THE ACFT HAD BEEN USED TO TOW BANNERS AND THE TACH FACE WAS MARKED AT 2550 RPM BEYOND THE MAX-RANGE OF THIS PROP AND ENGINE COMBINATION.

Brief of Accident (Continued)

File No. - 1238

7/25/84

WICHITA FALLS, TX

A/C Reg. No. N49680

Time (Lc1) - 1920 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - UNDERTORQUED
 2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)
 4. OBJECT - RESIDENCE
 5. OBJECT - FENCE
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1239 7/26/84 ABERNATHY, TX A/C Reg. No. N2344T Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P&W R-1340-ANI	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 5000	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ABERNATHY
Wind Dir/Speed- 230/002 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3960/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2538
SE LAND	Months Since - 0	Make/Model- 76
	Aircraft Type - UNK/NR	Instrument- 12
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE BANK OF A DRAINAGE DITCH IN A FIELD DURING A SPRAY OPERATION AT WHICH TIME THE LEFT MAIN GEAR WAS KNOCKED OFF THE ACFT. A PRECAUTIONARY LANDING WAS MADE DURING WHICH THE ACFT GROUND LOOPED AND THE RIGHT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1239

7/26/84

ABERNATHY, TX

A/C Reg. No. N2344T

Time (Lc1) - 1030 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ALTITUDE - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - DIRT BANK
 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION
-

-----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. - 1315 7/29/84 CLEBURNE, TX A/C Reg. No. N3055J Time (Lcl) - 1440 CDT

-----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	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 150E	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/010 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</p> <p style="padding-left: 20px;">CORSICANA, TX</p> <p>Destination</p> <p style="padding-left: 20px;">CLEBURNE, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BLACKWOOD</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 2600/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----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 - 52
	Months Since - N/A	Make/Model- 52
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT WHILE MAKING A CROSSWIND LANDING ON A 2600 FOOT STRIP SHE MISJUDGED HER TOUCHDOWN POINT AND RAN OFF THE END OF THE STRIP, COLLIDING WITH A FENCE. THE PLT LANDED ON HEADING 350 DEGREES AND THE WIND WAS REPORTED TO BE FROM 090 DEGREES AT 10 KNOTS, GUSTING TO 12 KNOTS. THIS WOULD HAVE GIVEN THE FLIGHT A QUARTERING TAIL WIND ON LANDING.

Brief of Accident (Continued)

File No. - 1315

7/29/84

CLEBURNE, TX

A/C Reg. No. N3055J

Time (Lcl) - 1440 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WIND INFORMATION - NOT USED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1316

7/31/84

DRISCOLL, TX

A/C Reg. No. N9656G

Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 137
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 - 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 - 20.0 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

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 56

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	-	9000	Last 24 Hrs -	10
Make/Model-	250		Last 30 Days-	UNK/NR
Instrument-	40		Last 90 Days-	166

Instrument Rating(s) - NONE

-----Narrative-----

ACFT EXPERIENCED A PROPELLER BLADE FAILURE IN FLIGHT FOLLOWED BY AN ENGINE FAILURE DUE TO THE UNBALANCED FORCES. WHILE MAKING A FORCED LANDING THE ACFT WAS LANDED HARD. THE ACFT WAS BEING FLOWN TO A FIELD WHERE AERIAL APPLICATION WAS TO BE PERFORMED AND HAD A FULL AGRICULTURAL CHEMICAL LOAD ON BOARD AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1316

7/31/84

DRISCOLL, TX

A/C Reg. No. N9656G

Time (Lcl) - 1000 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
 2. PROPELLER SYSTEM/ACCESSORIES, BLADE - UNDETERMINED
-

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

3. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL
 4. ENGINE ASSEMBLY, CRANKCASE - FAILURE, PARTIAL
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1291

8/01/84

FORT WORTH, TX

A/C Reg. No. N4839A

Time (Lcl) - 2005 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA A152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FORT WORTH, 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

OAK GROVE

Runway Ident - 17

Runway Lth/Wid - 3500/ 50

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 19 Last 24 Hrs - 1

Make/Model- 19 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE LANDED TOO FAR DOWN THE RWY & COULD NOT GET THE ACFT STOPPED PRIOR TO RUNNING OFF THE END & COLLIDING WITH A GAS METER & A FENCE. HE ALSO STATED THAT HE SHOULD HAVE GONE AROUND INSTEAD OF CONTINUING THE LANDING ATTEMPT.

Brief of Accident (Continued)

File No. - 1291

8/01/84

FORT WORTH, TX

A/C Reg. No. N4839A

Time (Lc1) - 2005 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER DECISION, EXPERIENCE - PILOT IN COMMAND
4. IMPROPER DECISION, TOTAL - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1393 8/02/84 FORT WORTH, TX A/C Reg. No. N81865 Time (Lc1) - 1520 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL 690B	Eng Make/Model - AIRSEARCH TPE331-5-251K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9000	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 718 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
DALLAS, TX
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data
MEACHAM

Runway Ident - 16L
Runway Lth/Wid - 7500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

Wind Dir/Speed- 140/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI
SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6210

Make/Model- 1810

Instrument- 1750

Multi-Eng - 3610

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 88

Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFTS RIGHT MAIN LANDING GEAR RETRACTED DURING LANDING ROLL. DURING INITIAL EXAMINATION OF THE GEAR BY FAA IT WAS NOTED THAT ONE OF THE TWO CLEVIS FITTINGS HAD SEPARATED FROM THE GEAR CASTING. IT REMAINED ATTACHED TO THE ROD END BEARING ON THE PUSH/PULL ROD OF THE EXTEND/RETRACT CYLINDER. TWO PERSONS PUSHING ON THE LANDING GEAR DRAG BRACE ATTEMPTED TO UNLOCK THE SYSTEM. THEY WERE UNSUCCESSFUL. THE DOWNLOCK NITROGEN CHARGE WAS BLED OFF AND THEN ONE PERSON COULD PUSH THE DRAG BRACE ENOUGH TO ACTIVATE THE GEAR LIGHT AND HORN IN THE COCKPIT. AFTER THE OTHER DOWNLOCK DEVICES IN THE FORM OF BUNGER CORDS WERE REMOVED, LIGHT PRESSURE ON THE DRAG LINK ACTIVATED THE UNSAFE LIGHT AND HORN. THIS ACTION TOOK PLACE AFTER 1/8 INCH MOVEMENT OF THE DRAG BRACE. ONE INCH MOVEMENT WAS NECESSARY TO "UNLOCK" THE GEAR FOR RETRACTION. THE DRAG BRACE WAS EXAMINED FOR EVIDENCE OF SOME OBJECT HAVING HIT IT WITH ENOUGH FORCE TO UNLOCK IT. DURING LANDING. NO SUCH EVIDENCE WAS FOUND.

Brief of Accident (Continued)

File No. - 1393

8/02/84

FORT WORTH, TX

A/C Reg. No. N81865

Time (Lc1) - 1520 CDT

Occurrence MAIN 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. - 1286 8/04/84 GEORGETOWN, TX A/C Reg. No. N6135 Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW12
Landing Gear - UNK/NR
Max Gross Wt - 947
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 150/016 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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, ATP, CFI
SE LAND, ME LAND
GLIDER

Age - 77
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 23530	Last 24 Hrs	- 2
Make/Model-	149	Last 30 Days-	UNK/NR
Instrument-	1586	Last 90 Days-	30
Multi-Eng	- 16641		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FINAL APCH THE PLT ENCOUNTERED A 20 TO 40 MPH GUST & SUBSEQUENT 600 FPM DOWNDRAFTS. UNABLE TO REACH THE CLEAR ZONE AT THE APCH END OF THE RWY. THE PLT ATTEMPTED TO STALL INTO A TREE BUT CAUGHT THE LEFT WING AND SLID DOWN THE SIDE OF THE TREE IMPACTING THE GROUND VERTICALLY.

Brief of Accident (Continued)

File No. - 1286

8/04/84

GEORGETOWN, TX

A/C Reg. No. N6135

Time (Lcl) - 1530 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH WIND

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. WEATHER CONDITION - DOWNDRAFT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - TREE(S)

4. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1284

8/04/84

BATESVILLE, TX

A/C Reg. No. N731LQ

Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA A188B

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3300

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 135/002 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

BATESVILLE, TX

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 50

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 - 10000

Make/Model- 3000

Instrument- 0

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 248

Instrument Rating(s) - NONE

-----Narrative-----

THERE WERE NO KNOWN ACFT OR ENG PROBLEMS INVOLVED IN THE ACCIDENT. A WITNESS STATED THE ACFT STARTED ITS PULLUP FROM THE FIRST SWATH RUN OF THE DAY ON AN AGRICULTURAL OPERATION, COLLIDED WITH AN ELECTRICAL TRANSMISSION LINE & FELL TO THE GROUND, FATALLY INJURING THE PILOT.

Brief of Accident (Continued)

File No. - 1284

8/04/84

BATESVILLE, TX

A/C Reg. No. N731LQ

Time (Lc1) - 0930 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. MANEUVER - MISJUDGED - PILOT IN COMMAND
 3. LIGHT CONDITION - DAYLIGHT
 4. PULL-UP - DELAYED - 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1285 8/05/84 WEATHERFORD, TX A/C Reg. No. N1216Y Time (Lcl) - 1340 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	1	0	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 - TAKEOFF						

-----Aircraft Information-----

Make/Model - CESSNA 150B	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 - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WEATHERFORD, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - 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)
PRIVATE	Current - YES	Total - 621
SE LAND	Months Since - 0	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 266
		Instrument- 5
		Multi-Eng - 25
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BEEN PERFORMING SUCCESSFUL SOLO TOUCH & GO LANDINGS TOWARD RISING TERRAIN WITH A HIGH AMBIENT TEMP, BUT AFTER BOARDING A PASSENGER THE ACFT FAILED TO CLEAR THE RISING TERRAIN AND STALLED INTO THE TREES. THE DENSITY ALT WAS ABOUT 3600 FT WHILE THE ELEVATION WAS APRX 710 FT MSL.

Brief of Accident (Continued)

File No. - 1285

8/05/84

WEATHERFORD, TX

A/C Reg. No. N1216Y

Time (Lcl) - 1340 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
3. TERRAIN CONDITION - UPHILL
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 FIRE
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1394 8/10/84 JUSTIN,TX A/C Reg. No. N60660 Time (Lcl) - 0830 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

DESTROYED

Fire
NONE

	Injuries		
	Fatal	Serious	Minor
Crew	0	1	1
Pass	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
ROANOKE,TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 045/005 KTS
Visibility - 8.0 SM

Lowest Sky/Clouds - 10000 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
SIMULATED FORCED LANDING

Runway Ident - 05
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA
HELICOPTER ,GYROPLANE

Age - 82
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 31000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

GLIDER ,6
Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE AND NOSED OVER DURING AN ATTEMPT TO RECOVER FROM A SIMULATED FORCED LANDING. THE CFI REPORTEDLY "CLEARED" THE ENGINE DURING THE APPROACH BUT WHEN SHE TOOK OVER AND ADDED POWER TO CLIMB SHE CLAIMED THE ENGINE DID NOT FULLY RESPOND. SHE WAS UNABLE TO CLEAR A POWER LINE, WHICH HAD REMAINED UNSEEN ON THE APPROACH, AND THE POWERLINES SLIGHT CONTACT WITH THE LANDING GEAR "TRIPPED" THE ACFT INTO A "HEAVY" LANDING WHICH COLLAPSED THE NOSE GEAR AND THE ACFT NOSED OVER. THE ACFT ENGINE HAD JUST BEEN ADJUSTED TO A LOWER IDLE SPEED PRIOR TO THIS FLT PER THE CFI'S REQUEST. THE MECHANIC SAID THE ENGINE WAS "WARM" DURING THE IDLE ADJUSTMENT. DURING POST ACCIDENT EXAM THE COMPRESSION ON CYLINDERS #1 & #4 WAS VERY WEAK AND THEY WERE STAKED TO GET AN IMPROVEMENT. THE LOWER PLUGS WERE NOTED TO BE COATED WITH BLACK OIL. THE MAGS CHECKED AS NORMAL.

Brief of Accident (Continued)

File No. - 1394

8/10/84

JUSTIN, TX

A/C Reg. No. N60660

Time (Lcl) - 0830 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION
2. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)
3. IGNITION SYSTEM, SPARK PLUG - DIRTY(FOGGY)
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND(CFI)
5. MAINTENANCE, ADJUSTMENT - PERFORMED - COMPANY MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - WIRE, STATIC

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1329 8/12/84 TOMBALL, TX A/C Reg. No. N802DM Time (Lc1) - 1020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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	2
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TOMBALL, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAVID WAYNE HOOKS
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3756
SE LAND, ME LAND, SE SEA	Months Since - 18	Make/Model - 33
	Aircraft Type - UNK/NR	Instrument - 227
		Multi-Eng - 780
		Last 24 Hrs - 8
		Last 30 Days - UNK/NR
		Last 90 Days - 158

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF 2 PAXS BOARDED SO THE INSTRUCTOR COULD DEMONSTRATE TO THE STUDENT THE EFFECT THAT ADDITIONAL WEIGHT HAS ON ACFT HANDLING ON WATER. ACCORDING TO THE INSTRUCTOR THE ACFT WOULD NOT BECOME AIRBORNE DURING TAKEOFF. THE ACFT OVERRAN THE WATERWAY, WENT OVER AN EMBANKMENT AND ONTO A LAND MASS WHERE IT NOSED OVER. THE STUDENT STARTED THE TAKEOFF RUN AND THE INSTRUCTOR TOOK OVER WHEN HE REALIZED THAT THE ACFT WAS NOT LIFTING OFF. THE WATERWAY WAS 2600 FT LONG. TAILWIND OF 5 KNOTS.

Brief of Accident (Continued)

File No. - 1329

8/12/84

TOMBALL, TX

A/C Reg. No. N802DM

Time (Lc1) - 1020 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)
4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND(CFI)
5. LIFT-OFF - NOT ATTAINED - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

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. - 1391 8/17/84 OLTON, TX

A/C Reg. No. N4863R

Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

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-FCD

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling -

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2320

Make/Model- 20

Instrument- 10

Multi-Eng - 97

Last 24 Hrs - 11

Last 30 Days- UNK/NR

Last 90 Days- 298

Instrument Rating(s) - NONE

-----Narrative-----

A TTL LOSS OF POWER OCCURRED DURING THE INITIAL TAKEOFF CLIMB. A FORCED LANDING WAS MADE IN A FIELD DURING WHICH THE ACFT CONTACTED A DITCH. THE RIGHT WING AND RIGHT MAIN GEAR WERE TORN FROM THE ACFT. POST ACCIDENT INVESTIGATION REVEALED THE LEFT FUEL TANK WAS EMPTY AND NO FUEL WAS FOUND IN THE LINES TO THE ENGINE. 8 OZ OF FLUID WAS DRAINED FROM THE FUEL STRAINER. 6 OZ OF WHICH WAS WATER AND 2 OZ OF FUEL.

Brief of Accident (Continued)

File No. - 1391

8/17/84

OLTON, TX

A/C Reg. No. N4863R

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT ATTAINED - 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 - 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. - 1326 8/23/84 LORENZO, TX A/C Reg. No. N2397Y Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	1	0	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-36-300	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - UNK/NR
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 - 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- 130/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	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-----

AFTER COMPLETION OF A SWATH RUN THE ACFT TURNED RIGHT AND THEN LEFT BEFORE IT DESCENDED TO THE GROUND IN A LEFT BANK AND NOSE DOWN ATTITUDE. PLT STATED THAT THE ACFT WOULD NOT RECOVER FROM THE LEFT TURN WHEN FULL RIGHT STICK TRAVEL WAS APPLIED. THE ACFT WAS PURCHASED 2 DAYS PRIOR TO ACCIDENT DATE. ACCORDING TO THE PT THE ACFT WAS OUT OF RIG AND REQUIRED MOVEMENT OF CONTROL STICK HALFWAY TO THE RIGHT TO FLY STRAIGHT AND LEVEL. FOUR FLIGHTS WERE MADE BY THE PLT WITH THE ACFT IN THIS CONDITION. THE PLT DID NOT COMPLETE AN NTSB 6120.1 FORM AS REQUESTED BY THE FAA COORDINATOR. BECAUSE OF THIS, MUCH OF THE DATA NEEDED TO COMPLETE THE 6102.4 IS MISSING AND CODED UNK/NR.

Brief of Accident (Continued)

File No. - 1326

8/23/84

LORENZO, TX

A/C Reg. No. N2397Y

Time (Lcl) - 1730 CDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT PERFORMANCE, ROLLING MANEUVERS - DETERIORATED
2. FLT CONTROL SYST, AILERON CONTROL - MOVEMENT RESTRICTED
3. MAINTENANCE, ALIGNMENT - INADEQUATE -
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. LEVEL OFF - 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) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1328

8/24/84

ARLINGTON, TX

A/C Reg. No. N5521D

Time (Lcl) - 1710 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -INSTRUCTIONAL

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-360-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- 070/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SHAWNEE, OK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

GO AROUND

Airport Proximity

ON AIRPORT

Airport Data

ARLINGTON MUNI

Runway Ident - 16

Runway Lth/Wid - 4000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 39

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 34	Last 24 Hrs	- 5
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Make/Model-	13	Last 30 Days-	UNK/NR
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Instrument-	0	Last 90 Days-	25
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER TWO UNSUCCESSFUL LANDING ATTEMPTS THE ACFT TOUCHED DOWN ON THE RWY, VEERED TO THE RIGHT AND OFF THE SIDE OF THE RWY, COLLIDING WITH A CONCRETE STRUCTURE. RWY 16 WAS USED.

Brief of Accident (Continued)

File No. - 1328

8/24/84

ARLINGTON, TX

A/C Reg. No. N5521D

Time (Lc1) - 1710 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRPORT FACILITY
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1317

8/25/84

THE COLONY, TX

A/C Reg. No. N5565V

Time (Lcl) - 0815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
None					
Fire	Crew	0	0	0	1
NONE	Pass	0	1	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - RAVEN RALLY RX7
Landing Gear - N/A
Max Gross Wt - 1430
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
RICHARDSON, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - N/A

Wind Dir/Speed- 120/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
NONE
FREE BALLOON

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - RX7

Medical Certificate - UNK/NR

Flight Time (Hours)

Total -	125	Last 24 Hrs -	1
Make/Model-	125	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER TAKEOFF, THE WIND PICKED UP TO ABOUT 12 TO 15 KTS. SHE STATED SHE MADE A NORMAL HIGH WIND LANDING, BUT DUE TO THE ANGLE OF LANDING & POSITION OF THE PASSENGER'S FOOT, HER ANKLE BROKE DURING TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1317

8/25/84

THE COLONY, TX

A/C Reg. No. N5565V

Time (Lcl) - 0815 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - 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. - 1327 8/27/84 AUSTIN, TX A/C Reg. No. N9067B Time (Lcl) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire NONE	Crew Pass	Fatal 0 0	Serious 0 0	Minor 0 0	None 1 1
Flight Conducted Under -14 CFR 135						
Accident Occurred During -STANDING						

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point AUSTIN, TX	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		Runway Ident - N/A
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - N/A
Wind Dir/Speed- 180/004 KTS	Type of Flight Plan - NONE	Runway Surface - N/A
Visibility - 12.0 SM	Type of Clearance - NONE	Runway Status - N/A
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling -		
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 - 5215
SE LAND,ME LAND	Months Since - 7	Make/Model- 500
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 305
		Multi-Eng - 200
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 180
		Rotorcraft - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LNDG THE PLT EXITED THE ACFT TO ASSIST DEPLANING OF THE PAX. THE ENGINE WAS STILL RUNNING. THE PLT HEARD A SURGE OF ENGINE POWER FOLLOWED BY THE ACFT ROTATING AND COLLIDING WITH A PARKED CAR. EXAMINATION OF THE ACFT DISCLOSED THAT THE COLLECTIVE BALANCE SPRING FAILED TO HOLD THE COLLECTIVE DOWN.

Brief of Accident (Continued)

File No. - 1327

8/27/84

AUSTIN, TX

A/C Reg. No. N9067B

Time (Lcl) - 0830 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INITIATED - PILOT IN COMMAND
 2. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - UNLOCKED
 3. ROTATION - INADVERTENT -
 4. OBJECT - VEHICLE
-

-----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. - 1318 8/30/84 APPLE SPRINGS, TX A/C Reg. No. N48930 Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - HUGHES 269A

Landing Gear - SKID

Max Gross Wt - 1575

No. of Seats - 2

Eng Make/Model - UNKNOWN UNKNOWN

Number Engines - 1

Engine Type - UNK/NR

Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 225/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 31

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1905

Make/Model- 52

Instrument- 59

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 102

Rotorcraft - 857

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DISPENSING A LOAD OF GELLED GASOLINE, TO BURN WINDROWS OF BRUSH, THE PLT LANDED & REFILLED THE CHEMICAL TANK. BEFORE TAKING OFF, HE CHECKED HIS FUEL WITH A DIP STICK & DECIDED THERE WAS ENOUGH REMAINING TO DISPENSE A 2ND LOAD. WHILE FLYING DOWNWIND & DISPENSING AT ABOUT 15 FT OVER A WINDROW, THE ENG LOST POWER FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE HELICOPTER LANDED HARD ON SOFT TERRAIN, THE RIGHT SKID DUG IN & THE ACFT ROLLED OVER. THE PLT STATED THAT HE SHOULD HAVE USED TIME AS A MEASUREMENT OF FUEL INSTEAD OF COMPARING IT TO GEL USE. HE HAD FLOWN ABOUT 3 HRS WITHOUT REFUELING.

Brief of Accident (Continued)

File No. - 1318

8/30/84

APPLE SPRINGS, TX

A/C Reg. No. N48930

Time (Lc1) - 1100 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ROLL OVER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1235 9/06/84 SAN ANTONIO, TX A/C Reg. No. N6842J Time (Lcl) - 0650 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	2

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MCALLEN, TX

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

WESTSIDE
Runway Ident - 11
Runway Lth/Wid - 2400/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 26

Biennial Flight Review

Current - YES
Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1451	Last 24 Hrs	- 2
Make/Model	- 16	Last 30 Days	- UNK/NR
Instrument	- 181	Last 90 Days	- 262
Multi-Eng	- 123		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DID NOT CLIMB ABOVE 25 TO 50 FT AGL AFTER TAKEOFF. THE PLT SAID "THE ENGINE FELT LOADED DOWN." THE STALL WARNING HORN SOUNDED AND THE PLT TOLD EVERYONE TO "HANG ON" AS HE LOWERED THE NOSE OF THE ACFT. THE ACFT TOUCHED DOWN ABOUT 555 FT BEYOND THE RWYS END. THE EDGE OF A ROAD COLLAPSED THE ACFT LANDING GEAR AND THE ACFT CROSSED THE ROAD AND COLLIDED WITH FENCING. A SERIOUS INDUCTION ICING THREAT WAS PRESENT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1235

9/06/84

SAN ANTONIO, TX

A/C Reg. No. N6842J

Time (Lc1) - 0650 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR - OVERLOAD

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1310

9/08/84

ALVIN, TX

A/C Reg. No. N2161U

Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BRANTLY B-2B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

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

Itinerary

Last Departure Point
KATY, TX
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

ALVIN AIRPARK
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

Wind Dir/Speed- 170/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3300 FT SCATTERED
Lowest Ceiling - 5500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
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	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 HELICOPTER EXPERIENCED AN UNEXPLAINED POWER LOSS. AN EMERGENCY LANDING WAS ATTEMPTED BUT THE HELICOPTER COLLIDED WITH A DITCH. LACKING SUFFICIENT ROTOR RPM FOR EFFECTIVE CONTROL THE HELICOPTER NOSED OVER. THE PLT WAS MAILED AN NTSB 6120.1 FORM TO COMPLETE & RETURN. THE REPORT WAS NOT RETURNED TO THE NTSB. ADDITIONAL ATTEMPTS TO OBTAIN THE FORM OR ADDITIONAL INFO WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 1310

9/08/84

ALVIN, TX

A/C Reg. No. N2161U

Time (Lcl) - 1500 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. RUN ON LANDING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - DITCH

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1330 8/29/84 UNKNOWN,UN A/C Reg. No. N4575L Time (Lcl) - 2100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Injuries			
	NONE			Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	1	0	0	0	0
Flight Conducted Under -14 CFR 91	UNK/NR	Pass	3	0	0	0	0
Accident Occurred During -UNKNOWN							

-----Aircraft Information-----

Make/Model - PIPER PA-32-R301T	Eng Make/Model - LYCOMING TIO-540-51AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CARLSBAD,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOUSTON,TX	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 9500
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED CARLSBAD, CA, ON A VFR FLIGHT TO HOUSTON, TX. THE FLIGHT WAS NOT HEARD FROM AGAIN. THE AIRCRAFT IS MISSING AND ALL OCCUPANTS ARE PRESUMED DEAD. VISUAL METEOROLOGICAL CONDITIONS PREVAILED ALONG THE ROUTE OF FLIGHT. THE FLIGHT WAS CONDUCTED AT NIGHT.

Brief of Accident (Continued)

File No. - 1330

8/29/84

UNKNOWN,UN

A/C Reg. No. N4575L

Time (Lc1) - 2100 PDT

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1223 7/21/84 SALT LAKE CITY,UT A/C Reg. No. N18GY Time (Lcl) - 1700 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - AMATEUR-BUILT THORP T-18	Eng Make/Model - LYCOMING O-290-GPU	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HELENA,MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SALT LAKE CITY,UT	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DUSK		

-----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 - 505
SE LAND	Months Since - 11	Make/Model- 355
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A X-COUNTRY TO SALT LAKE CITY. APPROACHING SALT LAKE HE SAW THUNDERSTORMS IN THE AREA. AT THIS POINT HE SAID HE HAD 1/4 OF A TANK OF GAS SO HE DIVERTED TO OGDEN THEN TRIED FOR MORGAN WHERE HE WAS WAVED OFF BY 3 PEOPLE ON THE RWY. PLT THEN DIVERTED TO HEBER CITY BUT BECAUSE OF A STORM HE DECIDED TO LAND ON A ROAD. HE CIRCLED IN THE EAST CANYON LAKE AREA UNTIL ALMOST OUT OF FUEL AND TRIED TO LAND ON A BOAT RAMP. THE LANDING WAS MADE IN A 30 KT TAILWIND DURING WHICH THE ACFT BOUNCED, SKIDDED AROUND A CAMPER PARKED NEAR THE RAMP, AND NOSED OVER. THE ACFT ENGINE QUIT DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1223

7/21/84

SALT LAKE CITY,UT

A/C Reg. No. N18GY

Time (Lc1) - 1700 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. TERRAIN CONDITION - RISING
2. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - LOW CEILING
5. WEATHER EVALUATION - CONFLICTING - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN
10. WEATHER CONDITION - TAILWIND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1392 2/17/84 CHARLOTTESVILLE, VA A/C Reg. No. N9353Q Time (Lcl) - 1021 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	HARTFORD, CT	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	CHARLOTTESVILLE ALBEMARLE
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6001/ 150
Lowest Sky/Clouds - 500 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1640
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PROCEEDING ON AN IFR FLT PLAN, THE PLT REQUESTED HE BE ASSIGNED AN ALT BELOW 8000 FT DUE TO "A PASSENGER WITH AN EAR PROBLEM." OTHERWISE, THE EN ROUTE PORTION OF THE FLT PROCEEDED WITHOUT INCIDENT. DURING ARRIVAL, THE PLT WAS CLEARED FOR AN ILS APCH TO RWY 3. HIS LAST TRANSMISSION WAS MADE AT 1019:45 EST WHEN HE REPORTED INBOUND ON THE AZALEA NDB, WHICH WAS 7.8 MI FROM THE RWY ON THE ILS LOCALIZER. SHORTLY AFTER THAT THE ACFT CRASHED 1.5 MI NW OF THE NDB. AN INVESTIGATION REVEALED THE PLT HAD A HEAD COLD, 2 DAYS EARLIER, & HAD TAKEN MEDICATION, BUT A TOX CHECK (LIVER SAMPLE) SHOWED ONLY 1.8 MG/KG OF CHLORPHENIRAMINE. RADAR DATA SHOWED THAT WHEN THE ACFT WAS NEAR THE NDB, IT MADE SHARP L & R TURNS & HAD DESCENDED FROM 3000 TO 2300 FT BEFORE RADAR CONTACT WAS LOST. THE R WING HAD SEPARATED & WAS FOUND 360 FT FROM THE MAIN WRECKAGE. AN EXAM OF THE V-TAIL SHOWED DEFORMATION OF THE L STAB & UPWARD DEFORMATION OF THE R STAB. NO PRE-ACCIDENT MECHANICAL PROBLEM WAS FOUND. CG ESTIMATED 2.1 INCHES BEHIND AFT LIMIT. PLT DEMO, NO USEFUL VISION, L EYE.

Brief of Accident (Continued)

File No. - 1392

2/17/84

CHARLOTTESVILLE, VA

A/C Reg. No. N9353Q

Time (Lcl) - 1021 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

7. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING - OVERLOAD
10. WING - SEPARATION
11. STABILIZER - OVERLOAD
12. STABILIZER - 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) 4,5,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1224 4/06/84 NW.OF ABINGDON,VA A/C Reg. No. N96578 Time (Lcl) - 0850 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING		Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182Q	Eng Make/Model	- CONTINENTAL O-470-U	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 250/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 2000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point RICHLANDS,VA</p> <p>Destination CHATTANOOGA,TN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 65
SE LAND	Months Since - 12	Make/Model- UNK/NR
	Aircraft Type - C-182Q	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO A MOUNTAIN AT THE 4000 FT LEVEL ABOUT 100 FT BELOW THE CREST EN ROUTE TO CHATTANOOGA, TN. THE PLT HAD RECEIVED A PRE-FLT TELEPHONIC BRIEFING THAT WAS CONSIDERED CURRENT AND APPROPRIATE FOR THE FLT WITHOUT ANY SPECIAL REMARKS. AT DEPARTURE THE RICHLANDS ARPT MANAGER SAID THE WEATHER WAS OVERCAST WITH STRONG WINDS AND LIGHT RAIN. THE VISIBILITY WAS ABOUT 2 MILES. THERE WERE NO KNOWN RADIO COMMUNICATIONS WITH THE ACFT AFTER DEPARTURE. THERE WERE NO KNOWN WITNESSES TO THE CRASH AND RADAR WAS UNABLE TO RECREATE A RADAR TRACK FROM STORED INFO FOR THE MOUNTAINOUS TERRAIN INTERFERED. THE ACFT CRASHED IN LEVEL POWERED FLT. THE PLT HAD LIMITED TOTAL TIME AND WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 1224

4/06/84

NW.OF ABINGDON,VA

A/C Reg. No. N96578

Time (Lc1) - 0850 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INACCURATE - NWS PERSONNEL
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - TURBULENCE
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

8. TERRAIN CONDITION - RISING
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1382 3/02/84 WAITSFIELD, VT A/C Reg. No. N4643C Time (Lcl) - 1155 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -TAKEOFF			0	0	1
					0

-----Aircraft Information-----

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHATHAM, MA	PHILLIPS PRIVATE
Wind Dir/Speed- 280/014 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1800-N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----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 - 2835
SE LAND,ME LAND	Months Since - 23	Make/Model- 24
	Aircraft Type - 100	Instrument- 203
		Multi-Eng - 135
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING TAKEOFF. THE RWY WAS SNOW COVERED 4 TO 6 INCHES DEEP AND WAS ONLY 1800 FT LONG. THE TAKEOFF WAS ON A BEARING OF 130 DEGREES. THE WIND WAS FROM 280 DEGREES AT 14 KTS. THE SKIS ON THE ACFT HAD WHEELS PROTRUDING THROUGH AT THE MAXIMUM SETTING. DURING TAXI CONSIDERABLE POWER WAS NEEDED BECAUSE OF DRAG AND SNOW DENSITY. DURING TAKEOFF THE ACFT WAS AIRBORNE 3 TIMES. THE FLT WAS UNABLE TO CLEAR THE TREES SO THE PLT STALLED THE ACFT INTO THE THINNEST TREE AREA. THE PLT SAID THERE WERE NO PRE-IMPACT MALFUNCTIONS OF THE ACFT.

Brief of Accident (Continued)

File No. - 1382

3/02/84

WAITSFIELD,VT

A/C Reg. No. N4643C

Time (Lc1) - 1155 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. LANDING GEAR,SKI ASSEMBLY - IMPROPER
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. WEATHER CONDITION - TAILWIND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
7. STALL - PERFORMED - PILOT IN COMMAND
8. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)

----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) 1,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1228 6/30/84 QUINCY, WA A/C Reg. No. N8804M Time (Lcl) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540-M1-B50	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/010 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT</p> <p>Lowest Ceiling - 2500 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 QUINCY, WA</p> <p>Destination QUINCY, WA</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 AIRSTRIP</p> <p>Airport Data</p> <p>NONE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2200 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3162</p> <p>Make/Model- 95</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 10</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 85</p> <p>Rotorcraft - 2128</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING. THE PLT SAID VIBRATION CAUSED THE PARKING BRAKE TO BE SET IN THE "ON" POSITION PRIOR TO LANDING. AT ABOUT 20 MPH HE USED THE BRAKES AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1228

6/30/84

QUINCY,WA

A/C Reg. No. N8804M

Time (Lcl) - 1700 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)
1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1365 7/07/84 ROACHE HARBOR, WA A/C Reg. No. N8078E Time (Lcl) - 1540 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 27C/012 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SNOHOMISH, WA
Destination
ROACHE HARBOR, WA

Airport Proximity
ON AIRPORT

Airport Data

ROCHE HARBOR
Runway Ident - 27
Runway Lth/Wid - 4000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 66
Make/Model- 3
Instrument- 4
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED AND DRIFTED DURING A LANDING IN A GUSTY X-WIND. THE PLT TRIED APPLYING POWER AND REDUCING FLAPS BUT ENDED UP OFF THE RWY IN A DITCH AND FENCE. HIS TOTAL TIME IN THIS MODEL ACFT WAS 3 HOURS.

Brief of Accident (Continued)

File No. - 1365

7/07/84

ROACHE HARBOR, WA

A/C Reg. No. N8078E

Time (Lc1) - 1540 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 8. TERRAIN CONDITION - DITCH
 9. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1207

7/15/84

WINLOCK,WA

A/C Reg. No. N3156S

Time (Lcl) - 2025 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
3	0	0	0

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA/WREN 182G-460

Eng Make/Model - CONTINENTAL O-470-R

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/010 KTS

Visibility - 55.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WINLOCK,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

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - 182G460

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 314

Make/Model- 131

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 182 WAS EQUIPPED WITH A WREN CONVERSION FOR STOL OPERATIONS. THE PLT TOOK OFF FROM AN AGRICULTURAL FIELD TOWARD THE SOUTHWEST WITH 3 PASSENGERS ON BOARD. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES BEYOND THE DEPARTURE END OF THE TAKEOFF AREA, AFTER TURNING TO A SOUTHEASTERLY HEADING. WITNESSES REPORTED THAT THE ACFT WAS FLYING VERY SLOW & WAS DESCENDING WHILE IN A BANKED ATTITUDE. REPORTEDLY, THE PLT OFTEN FLEW CLOSE TO THE ACFT'S PERFORMANCE LIMITS DURING TAKEOFFS & LANDINGS. THE DENSITY ALT WAS APRX 2000 FT.

Brief of Accident (Continued)

File No. - 1207

7/15/84

WINLOCK,WA

A/C Reg. No. N3156S

Time (Lc1) - 2025 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. MANEUVER - INITIATED - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

5. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 1246 8/22/84 PUYALLUP,WA A/C Reg. No. N4416Q Time (Lcl) - 1515 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - HAYES QUICKIE Q2	Eng Make/Model - REVMASER 2100D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 64 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PUYALLUP,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PUYALLUP,WA	PUYALLUP INDUSTRIAL AIRPK
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 40
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 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 - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 12000
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 3200
		Multi-Eng - 10200
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE HAD PLACED 50 LBS OF SAND IN THE ACFT BAGGAGE COMPARTMENT TO COMPLEMENT THE ACFT CG. DURING TAKEOFF THE ACFT WAS VERY NOSE HEAVY. HE ELECTED TO MAKE 2 LANDINGS AT TACOMA WHERE THE NOSE DROPPED SEVERELY WHILE THE PLT ATTEMPTED TO FLARE. HE THEN FLEW LOCALLY TO BURN FUEL. AFTER OVER AN HOUR OF FLYING HE RETURNED TO TACOMA FOR ANOTHER LANDING. THE SAME NOSE HEAVY TENDENCY EXISTED. THE PLT RETURNED TO PUYALLUP FOR LANDING WHERE THE ACFT DROPPED HEAVILY AND BOUNCED. IN A GO-AROUND ATTEMPT THE ACFT NOSED DOWN AND VEERED OFF THE RWY. THE MANUFACTURER OF THE ACFT KIT HAD PUBLISHED INFORMATION IN A NEWSLETTER ABOUT A YEAR AGO ON WAYS TO CORRECT NOSE HEAVINESS. THIS INFORMATION HAD BEEN SENT TO THE OWNER/PLT OF N4416Q.

Brief of Accident (Continued)

File No. - 1246

8/22/84

PUYALLUP, WA

A/C Reg. No. N4416Q

Time (Lc1) - 1515 PDT

Occurrence #1 LOSS OF CONTROL ; IN FLIGHT
Phase of Operation LANDING - FLARE; TOUCHDOWN

Finding(s)

1. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - DETERIORATED
 2. FLARE - NOT POSSIBLE - PILOT IN COMMAND
 3. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - IMPROPER
 4. MAINTENANCE, MODIFICATION - NOT FOLLOWED - PILOT IN COMMAND
 5. WING, SKIN - IMPROPER
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. 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) 2,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1300 1/18/84 HOLMAN,WI A/C Reg. No. N9555T Time (Lcl) - 1221 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/011 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LACROSSE,WI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

HOLLAND
Runway Ident - 36
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 71
Make/Model- 40
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AFTER FLYING IN THE LOCAL AREA FOR APRX 40 MINUTES THE PLT DECIDED TO SHOOT A LANDING AT AN AIRPARK BEFORE RETURNING TO HIS HOME ARPT. THE PLT STATED THAT HE APPLIED CARB HEAT ON THE DOWNWIND LEG AND THEN RETURNED IT TO OFF POSITION. HE FLEW THE REMAINDER OF THE PATTERN WITH NO CARB HEAT. ON FINAL, WHEN THE PLT APPLIED "A LITTLE" POWER, THE ENG WOULD NOT RESPOND. THE PLT WAS UNABLE TO RESTART THE ENG AND LANDED THE ACFT SHORT OF THE RWY IN SNOW COVERED TERRAIN. THE NOSE GEAR ASSEM'Y BUCKLED DURING LANDING. THE ENG WAS RUN AFTER THE ACCIDENT AND FOUND TO BE CAPABLE OF NORMAL OPERATION. THE TEMP/DEW POINT WAS 12/-5 DEG F RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1300

1/18/84

HOLMAN,WI

A/C Reg. No. N9555T

Time (Lc1) - 1221 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM,CARBURETOR - ICE
3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1265 6/11/84 ORFORDVILLE,WI A/C Reg. No. NONE Time (Lc1) - 1921 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MXL
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 550
No. of Seats - 2

Eng Make/Model - ROTAX 337
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 34 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
ORFORDVILLE,WI
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JAMESVILLE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

Wind Dir/Speed- 130/010 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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 27

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	100	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 OPERATOR, FLYING OFF A LOCAL STREET, HAD JUST OFF-LOADED A PASSENGER WHEN ANOTHER INDIVIDUAL ASKED FOR A RIDE. THE OPERATOR AGREED AND WAS ON TAKEOFF CLIMB WHEN THE PASSENGER INTERFERRED WITH THE CONTROLS RESULTING IN AN UNCONTROLLED DESCENT AND GROUND IMPACT. THE TWO PLACE ULTRALIGHT HAD NOT BEEN GRANTED ANY EXEMPTIONS FOR LIMITED TRAINING FLIGHT.

Brief of Accident (Continued)

File No. - 1265

6/11/84

ORFORDVILLE, WI

A/C Reg. No. NONE

Time (Lc1) - 1921 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1220 7/28/84 MENOMONIE,WI A/C Reg. No. N6707S Time (Lcl) - 1025 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA 150H	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<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 - 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>DETROIT LAKES,MN</p> <p>Destination</p> <p>EAU CLAIRE,WI</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>
---	---	--

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 265
SE LAND	Months Since - 23	Make/Model- 190
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS DISORIENTED DURING A X-COUNTRY AND CIRCLED THE WRONG AREA LOOKING FOR AN ARPT UNTIL LOW FUEL DEMANDED A LANDING. DURING THE APPROACH THE ENGINE QUIT AND THE ACFT NOSED OVER IN A BEAN FIELD DURING LANDING.

Brief of Accident (Continued)

File No. - 1220

7/28/84

MENOMONIE,WI

A/C Reg. No. N6707S

Time (Lc1) - 1025 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1308 6/29/84 CHEYENNE,WY A/C Reg. No. N33215 Time (Lcl) - 1314 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	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	CHEYENNE
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6691/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - SPECIAL VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
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 - 940
SE LAND	Months Since - 1	Make/Model- 31
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 250
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A TREE DURING AN EMERGENCY LANDING FOLLOWING LOSS OF THROTTLE CONTROL AT A LOW RPM. EXAMINATION REVEALED THAT AN UNCERTIFIED THROTTLE CABLE HAD BEEN INSTALLED, IT FAILED AT THE ATTACHMENT TO THE THROTTLE BODY.

Brief of Accident (Continued)

File No. - 1308

6/29/84

CHEYENNE,WY

A/C Reg. No. N33215

Time (Lc1) - 1314 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. THROTTLE/POWER LEVER,CABLE - FAILURE,TOTAL
 2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. FACILITY,INADEQUATE COMPLIANCE DETERMINATION - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00065 7166

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