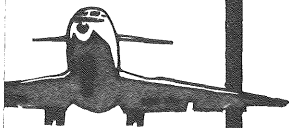


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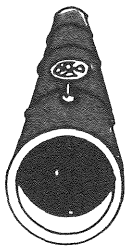
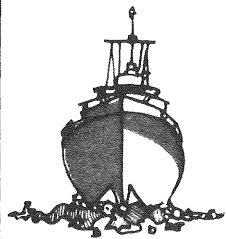


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

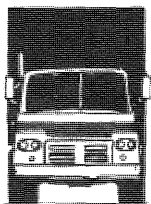
AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8 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 style="text-align: center;">File Numbers: 1401 through 1600</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 8

CALENDAR YEAR 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1401	45387	042484	SAN ANTONIO, TX	CESSNA	150M	NONE	342
1402	600T	081884	RICE, MN	GRUMMAN	G-164A	NONE	206
1403	8820X	071784	EUGENE, OR	CESSNA	182D	NONE	302
1404	150WA	071984	WORLEY, ID	CESSNA	150H	NONE	144
1405	8113V	051084	SENECA FALLS, NY	CESSNA	C188	NONE	248
1406	3633L	060984	MANTAN, NJ	CESSNA	172	NONE	236
1408	33339	051184	MONTROSE, PA	PIPER	PA-28-180	NONE	310
1409	7634F	042184	WESTERLY, RI	PIPER	PA-28-151	NONE	320
1410	4463S	051284	TARENTUM, PA	BEECHCRAFT	BONANZA F3	NONE	312
1411	4877Y	082284	VIEKODA BAY, AK	CESSNA	206	MINOR	18
1412	1187B	071684	MADISON, IN	LUSCOMBE	8A	NONE	162
1413	3891S	072984	URBANA, OH	CESSNA	172	NONE	276
1414	93752	071284	RICHMOND HTS, OH	BELLANCA	17-30A	NONE	274
1415	4692G	081984	MAGNOLIA, OH	CESSNA	172N	NONE	284
1416	2539V	051384	VICTORIA, TX	CESSNA	170	NONE	356
1417	1038M	020784	STRATFORD, TX	BEECHCRAFT	D17S	NONE	338
1418	6101V	042484	ROUNDUP, TX	BEECHCRAFT	35-C33	NONE	344
1419	3981S	042484	ROCKSPRINGS, TX	BELLANCA	17-31ATC	NONE	346
1420	5454J	042284	MULLIN, TX	CESSNA	172N	SERIOUS	340
1422	9075Y	053184	ANDREWS, TX	ROBINSON	R22	SERIOUS	360
1423	9693	052684	KINDER, LA	GRUMMAN	G-164A	NONE	176
1424	2130J	051784	NEW ROADS, LA	PIPER	PA-28-181	NONE	174
1425	30144	052784	FORT WORTH, TX	CESSNA	177	NONE	358
1426	48745	072084	RENO, NV	CESSNA	152II	NONE	246
1427	54173	081784	FORTRESS CREEK, AK	CESSNA	172P	FATAL	16

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1428	1540U	091484	DANIELS CREEK, AK	CESSNA	T-207	MINOR	26
1429	5015U	090984	HARTMAN RIVER, AK	CESSNA	U206	NONE	24
1430	NONE	071184	SPANISH FORK, UT	WEEDHOPPER	UNKNOWN	SERIOUS	372
1431	NONE	050484	BERTHOUD, CO	EIPPER	QUICKSILVE	SERIOUS	104
1432	NONE	052084	PEYTON, CO	EIPPER	QUICKSILVE	FATAL	106
1433	NONE	070384	ELKTON, MD	EIPPER	QUICKSILVE	FATAL	192
1434	7198E	090884	KANNAPOLIS, NC	CESSNA	182B	NONE	222
1435	9112R	071984	CRENSHAW, MS	CESSNA	A188B	NONE	216
1436	3257U	091684	WAYNESBORO, VA	CESSNA	182	NONE	388
1437	6418N	062484	WILLIAMSPORT, TN	CESSNA	T210N	MINOR	334
1438	5349G	091484	ANCHORAGE, AK	DEHAVILLAND	DHC-2	NONE	28
1439	5060K	062084	SPIRO, OK	BELLANCA	8GCBC	NONE	296
1440	11953	051084	HAMPTON, NH	CESSNA	150	NONE	226
1441	49236	051384	WEST HAMPTON, NY	CESSNA	305A	SERIOUS	252
1442	9220	051184	SPENCER, MA	ENSTROM	F-28A	NONE	182
1443	6539R	051584	DANBURY, CT	BEECH	B19	NONE	120
1444	45945	031584	FITCHBURG, MA	CESSNA	152	NONE	180
1444	2773U	031584	FITCHBURG, MA	CESSNA	172D	NONE	178
1445	53957	082584	VIRGINIA BEACH, VA	BELLANCA	7GCBC	NONE	384
1446	2803J	070684	GLEN ALLEN, MS	CESSNA	T188C	SERIOUS	214
1447	60319	080884	LEESVILLE, SC	CESSNA	150J	NONE	328
1448	256AA	081884	CHESAPEAKE, VA	BEECH	J35	NONE	382
1449	9059N	063084	AMERICUS, GA	AERO COMMAND	S2R	MINOR	126
1450	6733Z	042084	MORROW, OH	PIPER	PA-25-235	NONE	266
1451	NONE	090884	SHERRILLS FORD, NC	ROTEC	RALLEY 2B	FATAL	220

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1452	NONE	071384	SNELLVILLE, GA	TERATON	TA	SERIOUS	128
1453	4354J	032184	ST. IGNACE, MI	PIPER	PA-28-140	SERIOUS	196
1454	4343X	032084	ST. IGNACE, MI	PIPER	PA-32-260	MINOR	194
1455	1105X	081284	FREEPORT, IL	HUGHES	300/269C	MINOR	152
1456	9082M	080584	SPRINGFIELD, OH	CESSNA	180	NONE	278
1457	40241	081184	QUITMAN, GA	AYRES	THRUSH S2R	NONE	132
1458	850MA	060984	SUGARLAND, TX	MITSUBISHI	MU-2N	MINOR	362
1459	38279	072884	DENTON, TX	PIPER	J3C-65	NONE	364
1460	5190E	050484	GALVESTON, TX	CESSNA	180B	MINOR	350
1461	5063G	050284	NEW BRAUNFELS, TX	HUGHES	500D	NONE	348
1462	5173A	050684	ALLEN, OK	CESSNA	172	NONE	292
1463	321TJ	050484	MARBLE FALLS, TX	BEECH	A36TC	MINOR	352
1464	6664J	050884	HASKELL, TX	PIPER	PA-28-140	NONE	354
1465	2837B	072784	GROVE, OK	BELL	47J	MINOR	298
1466	3835W	042784	HARTSHORN, OK	AEROSPATIALE	AS 315B	NONE	290
1467	4077E	053084	HOMINY, OK	PIPER	PA-36-375	FATAL	294
1468	NONE	091684	MANKATO, MN	REICHER	FP-101	SERIOUS	208
1469	NONE	072884	LUDINGTON, MI	COLLINS	FISHER FP-	FATAL	200
1470	11RL	080884	GALLUP, NM	LIGHTHIZER,	LIGHTHIZER	NONE	244
1471	8287H	072284	OAKLAND, IA	CALLAIR	A-9	SERIOUS	140
1472	4024U	051284	SO.BETHLEHEM, NY	CESSNA	C150	NONE	250
1473	8233G	061884	ELKTON, FL	CESSNA	C-188	FATAL	122
1474	65DB	032084	TUCSON, AZ	PIPER	PA-24-180	SERIOUS	54
1475	63697	072884	HOBBS, NM	CONSOLIDATED	BT-13B	NONE	242
1476	4751N	072684	MCMINNVILLE, OR	HEVERON	SANDPIPER	SERIOUS	308

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1477	6057G	041384	PARAGOULD, AR	CESSNA	150K	NONE	50
1478	21489	090684	GRAIN VALLEY, MO	PIPER	PA-28-181	NONE	210
1479	2851W	071884	SUMTER, SC	BEECH	58 E	NONE	326
1480	10AH	013084	TRENTON, NJ	DASSAULT	FALCON 10	NONE	228
1481	7700	052684	LLAND, CA	BOLKOW	PHOEBUS A-	SERIOUS	64
1482	880S	070684	YERMO, CA	ENTWICKLUNGS	PHOEBUS C	FATAL	74
1483	91307	072084	TAMS, WV	BELL	204 UH 1B	NONE	400
1484	82926	090284	NEW POINT, IN	PIPER	PA-28-161	NONE	168
1485	6021B	071384	HENRYVILLE, IN	CESSNA	182A	SERIOUS	160
1486	33746	052284	MARLBORO, NJ	PIPER	PA-28	NONE	232
1487	1404L	052384	MATAWAN, NJ	BEECH	A23	NONE	234
1488	5983X	082684	MICHIGAN CITY, IN	BRANTLEY	B-2	NONE	166
1489	25CK	052584	WILLIAMSPORT, PA	PIPER	PA-38-112	NONE	314
1490	68T	052884	SOUTH KINGSTON, RI	CESSNA	C190	NONE	322
1491	245JD	052684	PEPPERELL, MA	ROLLADEN-SCH	LS-4A	NONE	186
1492	6709E	052084	TICONDEROGA, NY	CESSNA	175	NONE	256
1493	950A	083084	NASHVILLE, TN	PIPER	PA-22	SERIOUS	336
1494	9549T	080684	LIBERTY, NC	PIPER	PA-38-112	NONE	218
1495	347X	061084	PALMER, AK	MAULE	M-5	NONE	10
1496	4708U	060184	TYONEK, AK	CESSNA	180G	FATAL	8
1496	9297E	060184	TYONEK, AK	MAULE	M-5-210C	FATAL	6
1497	3JR	063084	SUMMERVILLE, SC	CESSNA	172N	FATAL	324
1498	8808B	080284	FRANKLIN, GA	EAGLE AIRCRA	DW-1	MINOR	130
1499	6771M	082584	REIDSVILLE, SC	UNIVERSAL ST	108-3	MINOR	330
1500	7278M	072084	ENTERPRISE, AL	CESSNA	175	NONE	46

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1501	8439L	081584	BROCKPORT, NY	CESSNA	172I	FATAL	264
1502	10230	092584	TULARE, CA	SCHWEIZER	G164	NONE	100
1503	169N	092484	CAMARILLO, CA	CESSNA	180	NONE	98
1504	711BS	071584	OROVILLE, CA	EXPERIMENTAL	OWL RACER	SERIOUS	78
1505	13NB	061684	RED BLUFF, CA	BAUGH-HUBERT	VARIEZE 10	FATAL	66
1506	3117D	072384	REDMOND, OR	CESSNA	180	NONE	306
1507	9011P	030584	MANASSAS, VA	PIPER	PA-24-260	FATAL	374
1508	3751M	092784	ANCHORAGE, AK	PIPER	PA-12	FATAL	36
1509	8315M	072284	BLAINE, WA	CESSNA	150K AEROB	NONE	392
1510	61509	071184	KETCHIKAN, AK	CESSNA	A185F	SERIOUS	12
1511	8636S	081984	SAN JOAQUIN, CA	AIR TRACTOR	AT-301	NONE	84
1512	212L	050884	RIO LINDA, CA	NAVION	A	NONE	62
1513	10247	061384	KINDRED, ND	GRUMMAN	G-164	NONE	224
1514	4246	072684	NATURITA, CO	AEROSPATIALE	316B	NONE	110
1515	3617U	092284	MARANA, AZ	SCHWEIZER	SGS 1-36	NONE	58
1516	80504	091684	CALISTOGA, CA	GLOBE SWIFT	GC-1B	MINOR	92
1517	1609G	101684	WASILLA, AK	BELLANCA	7GCBC	MINOR	44
1518	57458	100184	AMBER RIVER, AK	BELLANCA	7GCBC	NONE	40
1519	2583P	100984	BIG SUSITNA RVR, AK	PIPER	PA-18	NONE	42
1520	3269M	091884	DADINA LAKE, AK	PIPER	PA-12	FATAL	32
1521	3952Z	100184	OHIO CREEK, AK	PIPER	PA-18	NONE	38
1522	9339C	091684	ANCHORAGE, AK	CESSNA	180	SERIOUS	30
1523	80AH	072884	WILLOWS, CA	PIPER	PA-11	FATAL	80
1524	67819	070584	HAYWARD, CA	CESSNA	152	NONE	72
1525	4278U	082184	PARKERSBURG, WV	CESSNA	150D	NONE	402

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1526	8732E	072084	CRESWELL, OR	PIPER	PA-28-151	SERIOUS	304
1527	5887G	052784	STOW, MA	CESSNA	C150	NONE	188
1528	73748	051684	SAYVILLE, NY	CESSNA	172	NONE	254
1529	9075H	052184	CHATHAM, MA	PIPER	PA-18	NONE	184
1530	67809	051884	WEST MILFORD, NJ	CESSNA	152	MINOR	230
1531	3438T	052784	ANNVILLE, PA	CESSNA	177	NONE	316
1532	34370	052284	SPRING VALLEY, NY	CESSNA	177B	NONE	258
1533	84400	042284	GATHERSBURG, MD	PIPER	PA-28-161	MINOR	190
1534	6660M	090884	HAYES RIVER, AK	STINSON	108	FATAL	22
1535	84490	092284	CHUGIAK, AK	CESSNA	188	NONE	34
1536	4839C	090384	CUTLER RIVER, AK	CESSNA	185	SERIOUS	20
1537	7984Q	072584	ANCHORAGE, AK	CESSNA	401	FATAL	14
1538	45AJ	091084	CHESTERFIELD, MO	GATES LEAR J	LR-24D	NONE	212
1539	4617E	072884	PAGOSA SPRINGS, CO	CESSNA	182	NONE	112
1540	52938	072884	SANTA FE, NM	CESSNA	172	MINOR	240
1541	5280E	070884	HILLSBORO, OR	CESSNA	172NII	NONE	300
1542	2132Y	060984	TOLEDO, WA	CESSNA	172D	NONE	390
1543	37MA	042784	SUFFOLK, VA	PIPER	PA-32R-300	SERIOUS	376
1544	17171	113084	FURNACE CREEK, CA	CESSNA	150L	NONE	102
1545	4825T	090584	SOMERSET, KY	PIPER	PA-28-140	NONE	172
1546	757DN	091684	COLUMBUS, GA	CESSNA	152	NONE	136
1547	4645Y	061084	STOCKBRIDGE, GA	ROTEC	RALLY 3	NONE	124
1548	132GW	091584	AMERICUS, GA	WILLIAM T H	GOLDWING	NONE	134
1549	25945	082584	FAIR HOPE, AL	CESSNA	152	NONE	48
1550	14YA	082584	WARRENTON, VA	BLANIK	L-13	NONE	386

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1551	82454	052184	PLATINUM, AK	PIPER	PA-18-150	FATAL	4
1551	4798U	052184	PLATINUM, AK	CESSNA	180H	FATAL	2
1552	NONE	082284	WESTFIELD, IN	PIONEER	FLIGHTSTAR	SERIOUS	164
1553	NONE	092084	BRIGHTON, CO	EIPPER	QUICKSILVE	FATAL	118
1554	NONE	061584	ST. JOSEPH, IL	ULTRALIGHT F	PHANTOM	SERIOUS	148
1555	NONE	061184	HARRISBURG, OH	LYCAN	NOMAD II	SERIOUS	270
1556	100TH	072884	POINT LOMA, CA	BELL	206B	NONE	82
1557	NONE	082584	CLOVERDALE, CA	ULTRALIGHT U	EAST RISER	FATAL	86
1558	NONE	071084	LAKE ELSINORE, CA	ULTRALIGHT S	WIZARD J-3	FATAL	76
1559	NONE	042184	CHICO, CA	TERATORN	TIERRA II	FATAL	60
1560	NONE	081984	AURORA, IL	QUICKSILVER	MX	SERIOUS	154
1561	NONE	070784	HARTFORD, WI	PTERODACTYL	FLEDGLING	SERIOUS	396
1562	NONE	062884	CARROLLTON, KY	HUMER	UNKNOWN	FATAL	170
1563	NONE	073184	SMITHFIELD, VA	AMERICAN AER	EAGLE XL	FATAL	378
1564	95726	070584	RICHMOND, CA	CESSNA	182Q	FATAL	70
1564	103PD	070584	RICHMOND, CA	CESSNA	172M	FATAL	68
1565	373JH	063084	MINNEAPOLIS, MN	HOWARD E. LE	RUTAN LONG	MINOR	204
1566	5001E	072084	WIKIEUP, AZ	CESSNA	172N	MINOR	56
1568	NONE	081884	ORANGE, TX	MATTISON	MAC MU-200	SERIOUS	366
1569	NONE	090984	ERIE, CO	WEEDHOPPER	B	SERIOUS	116
1570	NONE	052884	BERESFORD, SD	WEEDHOPPER	B	FATAL	332
1571	NONE	092284	MCKINNEY, TX	MITCHELL WIN	T-10R263	FATAL	368
1572	NONE	062884	NESHANIC, NJ	CGS AVIATION	HAWK B	FATAL	238
1573	NONE	091484	CORNING, CA	MITCHELL WIN	A-10	FATAL	90
1574	NONE	081484	SOUTH BOSTON, VA	ULTRALIGHT F	PHANTOM	SERIOUS	380

File Order Listing - Issue No. 8, 1984

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1575	NONE	070184	CANANDAIGUA, NY	PTERODACTYL	PFLEDGLING	FATAL	260
1576	NONE	090784	LOWERLAKE, CA	PIONEER	FLIGHTSTAR	FATAL	88
1577	NONE	062084	LANDENBERG, PA	TERATORN	TA	SERIOUS	318
1578	NONE	070284	CROSS RIVER, NY	PIONEER	FLIGHTSTAR	SERIOUS	262
1579	464DA	071684	CHICAGO, IL	BOEING	727-200	NONE	150
1580	37643	061584	LAKE ORION, MI	BARNES	AX-7B	SERIOUS	198
1581	6273M	061884	SOUTH WEBSTER, OH	CESSNA	152	MINOR	272
1582	5883R	061784	GOODRIDGE, MN	CESSNA	172G	MINOR	202
1583	59662	061584	LEROY, WI	PIPER	PA-36-300	NONE	394
1584	1570M	060284	WOOSTER, OH	STINSON	L-5E	NONE	268
1585	310AM	052484	WEST CHICAGO, IL	CESSNA	310P	MINOR	146
1586	9596L	090484	NEW CARLISLE, OH	GRUMMAN	AA-5	NONE	288
1587	76490	083084	HOPEDALE, IL	CESSNA	120	NONE	156
1588	26490	082784	NEW ATHENS, OH	MEYERS	OTW	NONE	286
1589	2217L	082584	INDEPENDENCE, WI	BEECHCRAFT	B-24-R	NONE	398
1590	3221T	080984	SIDNEY, OH	CESSNA	177	MINOR	282
1591	2449C	080884	CHESAPEAKE, OH	CESSNA	180	NONE	280
1592	2959X	050584	HOBART, IN	CESSNA	177	NONE	158
1593	25673	070784	BRYCE, UT	PIPER	PA-38-112	MINOR	370
1594	6431R	081884	DURANGO, CO	PIPER	PA-28-140	NONE	114
1595	73276	061984	PINE, CO	BELL	47G-4	NONE	108
1596	9920J	091684	AMES, IA	SCHWEIZER	SGU2-22E	SERIOUS	142
1597	9073Y	082184	FRENCHMAN BAYOU, AR	ROBINSON	R22	SERIOUS	62
1598	84494	071884	HESPER, IA	CESSNA	A188B	SERIOUS	138
1599	14728	091784	BISHOP, CA	BELLANCA	17-30A	SERIOUS	94

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
1600	4908K	092284	MILPITAS, CA	RYAN-NAVION	NAV-4-1908	NONE	96

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 8 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1551

5/21/84

PLATINUM, AK

A/C Reg. No. N4798U

Time (Lc1) - 1559 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass
Other

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

Make/Model - CESSNA 180H

Landing Gear - FLOAT

Max Gross Wt - 2820

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/005 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 500 FT

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ASPIGYUGPAK SPI, 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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

Age - 33

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4329

Make/Model- UNK/NR

Instrument- 49

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HERRING SEASON WAS TO OPEN AT 1600 HRS. ACCORDING TO WITNESSES, ABOUT 30 ACFT WERE CIRCLING IN LEFT TURNS OVER MERGING SCHOOLS OF HERRING WHILE THE PLTS & THEIR RESPECTIVE BOAT CREWS WERE AWAITING THE OPENING SIGNAL. THE ACFT WERE CIRCLING UNDER A LOW OVERCAST WHERE THE HERRING WERE MERGING NEAR A SHORELINE. TWO ACFT (A PIPER PA-18, N82454, & A CESSNA 182H, N4798U) COLLIDED WHILE THE PLTS WERE SPOTTING FISH. OF 6 WITNESSES WHO SAW THE COLLISION, 5 AGREED THAT THE CESSNA WAS CONVERGING FROM INSIDE THE RADIUS OF THE PIPER'S TURN. AFTER COLLIDING, BOTH ACFT IMPACTED ON A BLUFF NEAR THE SHORELINE. WITNESSES USED SUCH TERMS AS "FRANTIC", "CHAOTIC" & "INSANE" WHEN THEY DESCRIBED THE FLT ACTIVITY OVER THE FISH AT THE OPENING OF THE HERRING SEASON WITH ITS LUCRATIVE REWARDS.

Brief of Accident (Continued)

File No. - 1551

5/21/84

PLATINUM,AK

A/C Reg. No. N4798U

Time (Lc1) - 1559 ADT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
4. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT OF OTHER AIRCRAFT
5. CREW/GROUP COORDINATION - INADEQUATE - OTHER PERSON
6. RADIO COMMUNICATIONS - INADEQUATE -
7. WEATHER CONDITION - LOW CEILING
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
10. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1551 5/21/84 PLATINUM,AK A/C Reg. No. N82454 Time (Lcl) - 1559 ADT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1760	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	ASIGYUGPAK BAY,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4348
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 98
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HERRING SEASON WAS TO OPEN AT 1600 HRS. ACCORDING TO WITNESSES, ABOUT 30 ACFT WERE CIRCLING IN LEFT TURNS OVER MERGING SCHOOLS OF HERRING WHILE THE PLTS & THEIR RESPECTIVE BOAT CREWS WERE AWAITING THE OPENING SIGNALS. THE ACFT WERE CIRCLING UNDER A LOW OVERCAST WHERE THE HERRING WERE MERGING NEAR A SHORELINE. TWO ACFT (A PIPER PA-18, N82554, & A CESSNA 182H, N4798U) COLLIDED WHILE THE PLTS WERE SPOTTING FISH. OF 6 WITNESSES WHO SAW THE COLLISION 5 AGREED THAT THE CESSNA WAS CONVERGING FROM INSIDE THE RADIUS OF THE PIPER'S TURN. AFTER COLLIDING, BOTH ACFT IMPACTED ON A BLUFF NEAR THE SHORELINE. WITNESSES USED SUCH TERMS AS "FRANTIC", "CHAOTIC" & "INSANE" WHEN THEY DESCRIBED THE FLT ACTIVITY OVER THE FISH AT THE OPENING OF THE HERRING SEASON WITH ITS LUCRATIVE REWARDS.

Brief of Accident (Continued)

File No. - 1551

5/21/84

PLATINUM, AK

A/C Reg. No. N82454

Time (Lc1) - 1559 ADT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
4. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT OF OTHER AIRCRAFT
5. CREW/GROUP COORDINATION - INADEQUATE - OTHER PERSON
6. RADIO COMMUNICATIONS - INADEQUATE -
7. WEATHER CONDITION - LOW CEILING
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
10. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1496

6/01/84

TYONEK, AK

A/C Reg. No. N9297E

Time (Lcl) - 2210 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MAULE M-5-210C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-D33A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
THEODORE RIVER, AK
Destination
ANCHORAGE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 243	Last 24 Hrs - 1
Make/Model- 66	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

TAKING OFF FROM AN ABANDONED ROAD NEAR A FISHING CAMP, THE CESSNA TURNED BACK AND DESCENDED WITH POWER ON OVER HIS DEPARTURE POINT, HEADING INTO THE SUN WHICH WAS LOW ON THE HORIZON. IT COLLIDED LEFT WING TO LEFT WING WITH THE MAULE WHICH HAD CLIMBED OUT AT A STEEP ANGLE FROM THE SAME ROAD. THE MAULE PILOT STATED THAT HE SAW THE CESSNA IMMEDIATELY AFTER LOWERING THE NOSE OF HIS AIRCRAFT, AND INITIATED AN UNSUCCESSFUL AVOIDANCE MANEUVER.

Brief of Accident (Continued)

File No. - 1496

6/01/84

TYONEK,AK

A/C Reg. No. N9297E

Time (Lc1) - 2210 ADT

Occurrence MIDAIR COLLISION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1496

6/01/84

TYONEK, AK

A/C Reg. No. N4708U

Time (Lcl) - 2210 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL O-470-4
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 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- 310/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
THEODORE RIVER, AK
Destination
ANCHORAGE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - 180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 486	Last 24 Hrs - 2
Make/Model- 486	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

TAKING OFF FROM AN ABANDONED ROAD NEAR A FISHING CAMP, THE CESSNA TURNED BACK AND DESCENDED WITH POWER ON OVER HIS DEPARTURE POINT, HEADING INTO THE SUN WHICH WAS LOW ON THE HORIZON. IT COLLIDED LEFT WING TO LEFT WING WITH THE MAULE WHICH HAD CLIMBED OUT AT A STEEP ANGLE FROM THE SAME ROAD. THE MAULE PILOT STATED THAT HE SAW THE CESSNA IMMEDIATELY AFTER LOWERING THE NOSE OF HIS AIRCRAFT, AND INITIATED AN UNSUCCESSFUL AVOIDANCE MANEUVER.

Brief of Accident (Continued)

File No. - 1496

6/01/84

TYONEK, AK

A/C Reg. No. N4708U

Time (Lc1) - 2210 ADT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - SUNGLARE
 2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
 3. MANEUVER - CONFLICTING - PILOT IN COMMAND
 4. LOW PASS - IMPROPER - 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. - 1495 6/10/84 PALMER,AK A/C Reg. No. N347X Time (Lcl) - 1400 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - MAULE M-5
Landing Gear - FLOAT
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/003 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FINGER LAKE
Runway Ident - UNK/NR
Runway Lth/Wid - 5500/ 500
Runway Surface - WATER
Runway Status - WET

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - M-5

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1710
Last 24 Hrs - 3
Make/Model- 1710
Last 30 Days- UNK/NR
Instrument- 2
Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED HIS FIRST WATER TAKE-OFF OF THE SEASON WITH THE AIRCRAFT LOADED OVER GROSS WITH AN AFT CG. UNABLE TO ATTAIN SUFFICIENT AIRSPEED TO CLEAR TALL TREES BORDERING THE WATERWAY, HE ATTEMPTED TO TURN AROUND AND LAND IN THE OPPOSITE DIRECTION. THE AIRCRAFT STALLED IN THE TURN, RECOVERED, BUT COLLIDED WITH TREES AND IMPACTED AT THE WATER'S EDGE.

Brief of Accident (Continued)

File No. - 1495

6/10/84

PALMER,AK

A/C Reg. No. N347X

Time (Lc1) - 1400 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
 2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 3. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. OBJECT - TREE(S)
 6. TERRAIN CONDITION - WATER, GLASSY
-

----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. - 1510

7/11/84

KETCHIKAN,AK

A/C Reg. No. N61509

Time (Lcl) - 1655 ADT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AVIATON ASSOCIATES, LTD.	DESTROYED		Fatal	0	Injuries	0	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	Serious	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	Minor	2	3
Accident Occurred During	-LANDING							

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

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	KETCHIKAN,AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CLOVER BAY,AK	KETCHEKAN INTERNATIONAL
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - ROUGH
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8800
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 5	Last 24 Hrs - 5
	Aircraft Type - DHC-2	Make/Model- 4800
		Last 30 Days- 80
		Instrument- 50
		Last 90 Days- 275
		Multi-Eng - 200
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE QUIT DUE TO FUEL STARVATION SHORTLY AFTER TAKEOFF. THE PILOT HAD SELECTED AN EMPTY TANK. HE THEN SWITCHED TANKS BUT FLOODED THE ENGINE AS A RESULT OF NOT FOLLOWING PROCEDURES IN THE AIRCRAFT MANUAL. UNABLE TO GLIDE TO AN APPROPRIATE LANDING SITE, HE LANDED IN UNSUITABLE TERRAIN. THE FLOATS COLLIDED WITH HIDDEN OBSTRUCTIONS AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1510

7/11/84

KETCHIKAN, AK

A/C Reg. No. N61509

Time (Lcl) - 1655 ADT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CLIMB

1. PREFLIGHT PLANNING/PREPARATION - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
 3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1537 7/25/84 ANCHORAGE, AK A/C Reg. No. N7984Q Time (Lcl) - UNK/NR

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-ALASKA AIR SERVICE, INC.	NONE		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	1	0	0	0	
Flight Conducted Under	-14 CFR 135	UNK/NR	Pass	4	0	0	0	
Accident Occurred During	-UNKNOWN							

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

Make/Model	- CESSNA 401	Eng Make/Model	- CONTINENTAL TS10-520-E	ELT Installed/Activated	- YES-UNK/NR
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		OFF AIRPORT/STRIP	
Method	- TELEPHONE	ANCHORAGE, AK			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- UNK/NR	CANTWELL, AK		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- UNK/NR				
Precipitation	- UNK/NR				
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, ATP, CFI	Current - YES	Total - 11092	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 6	Make/Model - 310	Last 30 Days - 40
	Aircraft Type - C-401	Instrument - 287	Last 90 Days - 97
		Multi-Eng - 1812	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0630 AKDT THE PLT OBTAINED A WX BRIEFING FOR THE FLT WHICH FORECAST VFR WITH OCCASIONAL MARGINAL CONDITIONS ALONG THE ROUTE OF FLT. AT 0704, THE PLT OBTAINED AN UPDATED BRIEFING AT WHICH TIME THE DESTINATION OF CANTWELL WAS REPORTED IFR. AT 0731 AKDT, THE ACFT DEPARTED ANCHORAGE INTERNATIONAL ON A COMPANY VFR FLT. NO FURTHER COMMUNICATION TOOK PLACE WITH THE ACFT. THE ACFT DID NOT REACH CANTWELL. AN EXTENSIVE SEARCH REVEALED NO TRACE OF THE ACFT OR ITS OCCUPANTS.

Brief of Accident (Continued)

File No. - 1537

7/25/84

ANCHORAGE, AK

A/C Reg. No. N7984Q

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. - 1427 8/17/84 FORTRESS CREEK, AK A/C Reg. No. N54173 Time (Lcl) - 1910 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - MILITARY
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELMENDORF, AK
Destination
SHEEP MOUNTAIN, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - MILITARY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - NONE

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 151 Last 24 Hrs - 2
Make/Model- 26 Last 30 Days- 10
Instrument- 5 Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

FLIGHT WAS CONDUCTED TO LOCATE WILD GAME. ACFT COLLIDED WITH MOUNTAIN AT 4250 FT LEVEL. ACFT IMPACTED IN A NEAR VERTICAL ATTITUDE. EXAMINATION OF ACFT DISCLOSED NO EVIDENCE OF MALFUNCTION.

Brief of Accident (Continued)

File No. - 1427

8/17/84

FORTRESS CREEK, AK

A/C Reg. No. N54173

Time (Lcl) - 1910 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1411

8/22/84

VIEKODA BAY, AK

A/C Reg. No. N4877Y

Time (Lcl) - 2040 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ISLAND AIR SERVICE	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0
Accident Occurred During	-TAKEOFF - INITIAL CLIMB						

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	KODIAK, AK		Runway Ident	- N/A
Wind Dir/Speed	- 200/020 KTS			Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 4490	Last 24 Hrs - 6
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model - 1438	Last 30 Days - 150
	Aircraft Type - C-206	Instrument - 170	Last 90 Days - 225
		Multi-Eng - 720	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKING OFF, THE PLT HAD BECOME PREOCCUPIED WITH PUMPING WATER FROM THE FLOATS & ALLOWED THE ACFT TO DRIFT DOWNWIND FROM A FISHING VESSEL. HE THEN ELECTED TO TAKEOFF INTO THE WIND WHICH WAS ALSO DIRECTLY TOWARD THE SUN. AFTER MAKING A NORMAL ROUGH WATER TAKEOFF, THE ACFT HAD CLIMBED TO ABOUT 30 FT AGL WHEN THE PLT SAW THE SILOUETTE OF THE FISHING VESSEL'S RIGGING IN THE SUN GLARE. HE TRIED TO AVOID A COLLISION, BUT WAS UNABLE. THE ACFT HIT A MAST ON THE VESSEL, THEN CRASHED IN THE BAY.

Brief of Accident (Continued)

File No. - 1411

8/22/84

VIEKODA BAY, AK

A/C Reg. No. N4877Y

Time (Lcl) - 2040 ADT

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
4. LIGHT CONDITION - SUNGLARE
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. OBJECT - VEHICLE

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

Finding(s)

7. TERRAIN CONDITION - WATER, ROUGH

----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) 4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1536 9/03/84 CUTLER RIVER, AK A/C Reg. No. N4839C Time (Lc1) - 1300 ADT

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

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

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KOBUK RIVER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
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)
PRIVATE	Current - YES	Total - 494
SE LAND, SE SEA	Months Since - 29	Make/Model- 494
	Aircraft Type - C-185	Instrument- 48
		Last 24 Hrs - 1
		Last 30 Days- 30
		Last 90 Days- 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE SPOTTING CARIBOU IN A DESCENT FROM 1500 FT MSL TO 1300 FT MSL, THE ENGINE LOST ALL POWER. THE PLT ATTEMPTED TO RESTART THE ENGINE WHILE FLYING TOWARD A LAKE FOR THE FORCED LANDING. HE STATED THAT BECAUSE OF THE LOW ALT AND AIRSPEED HE WAS UNABLE TO RESTART THE ENGINE OR REACH THE LAKE. THE ACFT CRASHED ON A GRAVEL BAR. DUE TO THE LOCATION OF THE ACCIDENT THE ACFT AND ENGINE COULD NOT BE RECOVERED FOR EXAMINATION.

Brief of Accident (Continued)

File No. - 1536

9/03/84

CUTLER RIVER, AK

A/C Reg. No. N4839C

Time (Lc1) - 1300 ADT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1534 9/08/84 HAYES RIVER, AK A/C Reg. No. N6660M Time (Lcl) - 1830 ADT

-----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 - MANEUVERING

Fire
ON GROUND

Crew
Pass

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

Make/Model - STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - LYCOMING G0-435-C2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/004 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - 108

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2632
Make/Model- 1800
Instrument- 257
Last 24 Hrs - 1
Last 30 Days- 20
Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A LOW LEVEL FLT TO SPOT WILD GAME WHEN THE ACFT CRASHED ON A GRAVEL DRAINAGE BAR. A WITNESS STATED THE ACFT WAS FLYING 5 TO 6 FT AGL WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1534

9/08/84

HAYES RIVER, AK

A/C Reg. No. N6660M

Time (Lcl) - 1830 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. BUZZING - INITIATED - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. 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) 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. - 1429

9/09/84

HARTMAN RIVER, AK

A/C Reg. No. N5015U

Time (Lcl) - 1900 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA U206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA

Age - 36

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - L-382

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8200	Last 24 Hrs	- 5
Make/Model-	8000	Last 30 Days-	100
Instrument-	1300	Last 90 Days-	160
Multi-Eng	- 7400		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER TAKEOFF THE RIGHT GEAR COLLIDED WITH BRUSH SLOWING THE AIRCRAFT. THE AIRCRAFT THEN TOUCHED DOWN IN ROUGH TERRAIN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1429

9/09/84

HARTMAN RIVER, AK

A/C Reg. No. N5015U

Time (Lc1) - 1900 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH VEGETATION
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation OTHER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1428 9/14/84 DANIELS CREEK, AK A/C Reg. No. N1540U Time (Lcl) - 1700 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA T-207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-61B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALMABLE
Visibility - 50.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRBANKS, AK
Destination
DANIELS CREEK, AK

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

DANIELS CREEK
Runway Ident - 60
Runway Lth/Wid - 1600/ 20
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 955 Last 24 Hrs - 1
Make/Model- 86 Last 30 Days- 70
Instrument- 68 Last 90 Days- 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT STATED THAT AFTER LANDING 100 FEET PAST THE RUNWAY THRESHOLD, THE AIRCRAFT APPEARED NOT TO BE STOPPING WHEN BRAKES WERE APPLIED. A GO-AROUND WAS INITIATED, BUT THE AIRCRAFT FAILED TO GET AIRBORNE AND RAN OFF THE DEPARTURE END OF THE STRIP COLLIDING WITH TREES. POST CRASH INSPECTION OF THE AIRCRAFT'S ENGINE REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1428

9/14/84

DANIELS CREEK, AK

A/C Reg. No. N1540U

Time (Lcl) - 1700 ADT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1438

9/14/84

ANCHORAGE, AK

A/C Reg. No. N5349G

Time (Lcl) - 1630 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -L.H. KETCHUM
Type of Operation -NON SCHED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - DEHAVILLAND DHC-2
Landing Gear - FLOAT
Max Gross Wt - 5100
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/012 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

-----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 - 4
Aircraft Type - DHC-2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2300	Last 24 Hrs	- 1
Make/Model-	150	Last 30 Days-	100
Instrument-	60	Last 90 Days-	400
Multi-Eng	- 17		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF THE AIRCRAFT'S LEFT WING STRUCK A DUCK SHACK.

Brief of Accident (Continued)

File No. - 1438

9/14/84

ANCHORAGE, AK

A/C Reg. No. N5349G

Time (Lcl) - 1630 ADT

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

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1522 9/16/84 ANCHORAGE, AK A/C Reg. No. N9339C Time (Lcl) - 1910 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed - 03C/010 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - 12000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT MCKINLEY, AK
Destination
ANCHORAGE, AK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
NONE

Age - 31
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 690 Last 24 Hrs - 4
Make/Model - 660 Last 30 Days - 20
Instrument - 55 Last 90 Days - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED A TTL LOSS OF POWER AFTER BEING CLEARED TO LAND ON RWY 33 AT MERRILL FIELD. THE ACFT CONTACTED TREES, A MOVING VEHICLE ON 15TH AVE AND AN 8 FT HIGH ARPT FENCE DURING THE FORCED LANDING. EXAMINATION OF THE ACFT ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION. CALCULATIONS INDICATE APRX 11 GALLONS OF FUEL SHOULD HAVE BEEN REMAINING AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1522

9/16/84

ANCHORAGE, AK

A/C Reg. No. N9339C

Time (Lcl) - 1910 ADT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. OBJECT - TREE(S)
3. OBJECT - VEHICLE
4. OBJECT - FENCE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1520

9/18/84

DADINA LAKE, AK

A/C Reg. No. N3269M

Time (Lcl) - 1000 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-12
Landing Gear - FLOAT
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2B
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 - 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 - NONE

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3500
Last 24 Hrs - 4
Last 30 Days- 50
Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE ACCIDENT THE PLT HAD BEEN INVOLVED IN MOOSE HUNTING ACTIVITIES. ON THE MORNING OF THE OCCURRENCE HE HAD MADE TWO SUCCESSFUL FLTS HAULING MEAT FROM A SMALL UNNAMED LAKE TO DADINA LAKE, ABOUT 3 MILES NORTH. SHORTLY AFTER THE THIRD TAKEOFF FROM THE SMALL LAKE, CONTROL OF THE ACFT WAS LOST AND THE ACFT COLLIDED WITH THE WATER RIGHT WING DOWN. UPON RECOVERY OF THE DROWNED PLT, DIVERS ALSO FOUND MOOSE HORNS WHICH HAD BEEN TIED TO THE FLOAT LIFT STRUTS. THE PLT DID NOT HOLD A SEAPLANE RATING.

Brief of Accident (Continued)

File No. - 1520

9/18/84

DADINA LAKE, AK

A/C Reg. No. N3269M

Time (Lc1) - 1000 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1535 9/22/84 CHUGIAK,AK A/C Reg. No. N84490 Time (Lcl) - 0830 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -G AND G CORP	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF					1
					0

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	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- 060/004 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</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SKWENTNA,AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">BIRCHWOOD</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 4000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND,SE SEA</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - C-206</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 2500</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 600</td> <td>Last 30 Days- 150</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 300</td> </tr> </table>	Total - 2500	Last 24 Hrs - 0	Make/Model- 600	Last 30 Days- 150	Instrument- 3	Last 90 Days- 300
Total - 2500	Last 24 Hrs - 0							
Make/Model- 600	Last 30 Days- 150							
Instrument- 3	Last 90 Days- 300							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE ACFT WAS COVERED WITH ICE BUT HE REMOVED THE MAJORITY OF IT BEFORE TAKING OFF. THE ACFT CONTAINED A 200 GAL LOAD OF FUEL IN THE HOPPER. THE PLT STATED THE ACFT ACCELERATED SLOWER THAN NORMAL AND THE TAKEOFF GROUND RUN WAS LONG. HE STATED THAT ONCE AIRBORNE THE ACFT WOULD NOT CLIMB. THE ACFT CONTACTED SEVERAL SMALL TREES THEN CRASHED IN A CLEARING IN A WOODED AREA. A THIN LAYER OF ICE WAS FOUND ON THE LEADING EDGES OF BOTH WINGS AND ON THE HORIZONTAL STABILIZER AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1535

9/22/84

CHUGIAK, AK

A/C Reg. No. N84490

Time (Lc1) - 0830 ADT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

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

Finding(s)

5. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1508 9/27/84 ANCHORAGE, AK A/C Reg. No. N3751M Time (Lc1) - UNK/NR

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

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

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

Pilot-In-Command	Age - 37	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 500
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 7
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED ON 9-27-84 AND WAS REPORTED MISSING THE FOLLOWING DAY. USAF RCC CONDUCTED 140 UNSUCCESSFUL SEARCH MISSIONS. NO WRECKAGE WAS EVER DISCOVERED. BOTH OCCUPANTS ARE PRESUMED TO HAVE BEEN FATALY INJURED.

Brief of Accident (Continued)

File No. - 1508

9/27/84

ANCHORAGE, AK

A/C Reg. No. N3751M

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. - 1521 10/01/84 OHIO CREEK, AK

A/C Reg. No. N3952Z

Time (Lcl) - 1845 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
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 - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CANTWELL, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10000 Last 24 Hrs - 1
Make/Model- 9000 Last 30 Days- 100
Instrument- 152 Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE LANDING ROLL, THE RIGHT MAIN LANDING GEAR WHEEL ADAPTOR BROKE. THE FAILURE CAUSED THE PILOT TO LOSE DIRECTIONAL CONTROL AND THE AIRPLANE SUBSEQUENTLY OVERTURNED. EXAMINATION OF THE WHEEL ADAPTOR DISCLOSED EVIDENCE OF TORSIONAL TENSILE OVERLOAD. THERE WAS NO EVIDENCE OF FATIGUE.

Brief of Accident (Continued)

File No. - 1521

10/01/84

OHIO CREEK, AK

A/C Reg. No. N3952Z

Time (Lc1) - 1845 ADT

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

Finding(s)

1. LANDING GEAR - OVERLOAD
-

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

Finding(s)

2. TERRAIN CONDITION - RUNWAY
 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) 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. - 1518 10/01/84 AMBER RIVER, AK A/C Reg. No. N57458 Time (Lcl) - 0800 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-320
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- 360/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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, SE SEA

Age - 46

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 300	Last 24 Hrs	- 1
Make/Model-	70	Last 30 Days-	15
Instrument-	0	Last 90 Days-	38

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM A GRAVEL BAR, THE ACFT FAILED TO CLEAR TREES. AFTER COLLIDING WITH THE TREES, IT DESCENDED OUT OF CONTROL & CRASHED.

Brief of Accident (Continued)

File No. - 1518

10/01/84

AMBER RIVER, AK

A/C Reg. No. N57458

Time (Lc1) - 0800 ADT

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

Finding(s)

1. OBJECT - TREE(S)
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - NOT OBTAINED - 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

Finding(s)

4. TERRAIN CONDITION - GROUND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1519 10/09/84 BIG SUSITNA RVR,AK A/C Reg. No. N2583P Time (Lcl) - 1500 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	WASILLA,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BIG SUSITNA RVR,AK	
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - 8000 FT OVERCAST	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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND	Months Since - 14	Make/Model- 2800
	Aircraft Type - PA-18	Instrument- 2
		Last 24 Hrs - 5
		Last 30 Days- 70
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

ENGINE FAILURE OCCURRED SHORTLY AFTER TAKEOFF DUE TO WATER CONTAMINATION IN THE FUEL SYSTEM. THE PILOT STATED THAT A MORE THOROUGH PRE-FLIGHT INSPECTION SHOULD HAVE BEEN ACCOMPLISHED. THE ACFT COLLIDED WITH THE TERRAIN DURING THE UNCONTROLLED DESCENT.

Brief of Accident (Continued)

File No. - 1519

10/09/84

BIG SUSITNA RVR, AK

A/C Reg. No. N2583P

Time (Lcl) - 1500 ADT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1517 10/16/84 WASILLA, AK A/C Reg. No. N1609G Time (Lcl) - 1318 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BELLANCA 7GCBC
Landing Gear - FLOAT
Max Gross Wt - 1800
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/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- 270/006 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
SIX MILE LAKE, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

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, SE SEA

Age - 46

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 484	Last 24 Hrs	- 1
Make/Model	- 199	Last 30 Days	- 30
Instrument	- 44	Last 90 Days	- 61
Multi-Eng	- 2		

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APPROACH THE ACFT STRUCK AN UNMARKED STAIC WIRE 40 FT AGL AND MORE THAN 75 FT FROM INTENDED TOUCH DOWN. THE PILOT LOST CONTROL OF THE ACFT. THE ACFT LANDED ON A PARKED ACFT DURING THE DESCENT.

Brief of Accident (Continued)

File No. - 1517

10/16/84

WASILLA, AK

A/C Reg. No. N1609G

Time (Lc1) - 1318 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 4. PLANNED APPROACH - POOR - PILOT IN COMMAND
-

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

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1500 7/20/84 ENTERPRISE,AL A/C Reg. No. N7278M Time (Lcl) - 1815 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 - APPROACH

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-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 - 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- 020/007 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
ENTERPRISE,AL
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 MUNICIPAL
Runway Ident - 05
Runway Lth/Wid - 3500/ 80
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 26
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL, NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS OBSERVED THE AIRPLANE SLIPPING ON FINAL APCH. THE AIRCRAFT LOST TOO MUCH ALTITUDE AND HIT THE TERRAIN SHORT OF THE RUNWAY. THE AIRPLANE DAMAGE INDICATED THAT THE PILOT FAILED TO CORRECT THE SLIP CONDITION IN TIME TO ARREST THE DESCENT.

Brief of Accident (Continued)

File No. - 1500

7/20/84

ENTERPRISE,AL

A/C Reg. No. N7278M

Time (Lcl) - 1815 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1549 8/25/84 FAIR HOPE,AL A/C Reg. No. N25945 Time (Lcl) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE 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 - 115 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- 005
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIR HOPE,AL
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

FAIRHOPE MUNICIPAL
Runway Ident - 19
Runway Lth/Wid - 5200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 30
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	-	8	Last 24 Hrs - 1
Make/Model-	8		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXCESSIVELY FLARED THE ACFT ON LANDING AT WHICH TIME THE ACFT BALLOONED. RECOVERY FROM THE BALLOON WAS MADE BUT UPON TOUCHDOWN, THE ACFT WAS NOT ALIGNED WITH THE RWY. THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY AND CONTACTED SEVERAL SMALL TREES.

Brief of Accident (Continued)

File No. - 1549

8/25/84

FAIR HOPE, AL

A/C Reg. No. N25945

Time (Lc1) - 1000 CDT

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

Finding(s)

1. FLARE - EXCESSIVE - PILOT IN COMMAND
 2. PROPER ALIGNMENT - NOT MAINTAINED - 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
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1477

4/13/84

PARAGOULD, AR

A/C Reg. No. N6057G

Time (Lcl) - 1829 CST

-----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 - CESSNA 150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PARAGOULD MUNI.
Runway Ident - 04
Runway Lth/Wid - 3300/ 60
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 - EXPIRED

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

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT CARRYING A PASSENGER LANDED TO REFUEL. UNAWARE OF THE PROCEDURE TO ACQUIRE FUEL AT THIS LOCATION, HE TOOK OFF FOR ANOTHER AIRPORT. THE ENGINE QUIT ON CLIMB-OUT AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN IT LANDED SHORT OF THE RUNWAY. NO USEABLE FUEL WAS FOUND IN THE AIRCRAFT'S TANKS.

Brief of Accident (Continued)

File No. - 1477

4/13/84

PARAGOULD, AR

A/C Reg. No. N6057G

Time (Lcl) - 1829 CST

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

Finding(s)

1. FLUID, FUEL - INADEQUATE
 2. AIRCRAFT SERVICE - NOT OBTAINED - PILOT IN COMMAND
 3. REFUELING - DISREGARDED - PILOT IN COMMAND
 4. FLUID, FUEL - UNDETERMINED
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1597 8/21/84 FRENCHMAN/BAYOU, AR A/C Reg. No. N9073Y Time (Lcl) - 0615 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

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

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

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - 6
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 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 - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
KENNETT, MO
Destination
KENNETH, MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 21
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 18 Last 24 Hrs - UNK/NR
Make/Model- 18 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR
Rotorcraft - 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING AUTOROTATION INTO A SOY BEAN FIELD AFTER THE ENGINE LOST POWER. THE PLT WAS A STUDENT WHO DID NOT HAVE AUTHORIZATION TO FLY NOR THE PROPER CERTIFICATE AND ENDORSEMENT FROM THE CFI. THE ACFT ENGINE STOPPED DUE TO FUEL EXHAUSTION. THE PLT SAID THE FUEL GAGES READ ABOUT 1/2 FULL PRIOR TO THE TAKEOFF. AFTER ABOUT 1 AND 1/2 HOURS OF FLT THE ENGINE QUIT.

Brief of Accident (Continued)

File No. - 1597

8/21/84

FRENCHMAN'BAYOU,AR

A/C Reg. No. N9073Y

Time (Lcl) - 0615 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - UNQUALIFIED PERSON
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - UNQUALIFIED PERSON
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. REFUELING - NOT PERFORMED - UNQUALIFIED PERSON
7. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - UNQUALIFIED PERSON

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - CROP

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

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

Factor(s) relating to this accident is/are finding(s) 1,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1474

3/20/84

TUCSON, AZ

A/C Reg. No. N65DB

Time (Lcl) - 1135 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 170/005 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
AGUA DULCE, CA
Destination
TUCSON, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TUSCON INTERNATIONAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
ROUGH

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 - 33

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1050	Last 24 Hrs - 2
Make/Model- 275	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER PASSING WATSON INTERSECTION INBOUND TO TUSCON, AZ THE OUTBOARD TIP OF ONE PROPELLER BLADE SEPARATED. THE PLT TURNED THE MAGNETO SWITCH OFF AND SLOWED THE ACFT UNTIL THE PROPELLER STOPPED ROTATING. HE THEN EXECUTED AN EMERGENCY LANDING SHORT OF THE ARPT. THE ACFT WAS LANDED IN A HARD PACKED DIRT AREA. METALLURGICAL EXAMINATION OF THE REMAINING BLADE STUB REVEALED A FATIGUE FAILURE.

Brief of Accident (Continued)

File No. - 1474

3/20/84

TUCSON,AZ

A/C Reg. No. N65DB

Time (Lc1) - 1135 MST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1566 7/20/84 WIKIEUP,AZ A/C Reg. No. N5001E Time (Lcl) - 1010 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 340/004 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
SCOTTSDALE,AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - SD 3-60

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4980 Last 24 Hrs - 3
Make/Model- 164 Last 30 Days- 30
Instrument- 603 Last 90 Days- 110
Multi-Eng - 2501 Rotorcraft - 155

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE QUIT. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT WAS OUT OF FUEL. THERE WAS NO FUEL IN THE LINES OR CARBURETOR. THE PLT PROMISED TO SHOW RECEIPTS FOR FUEL PURCHASED BUT HAS NOT DONE SO TO DATE.

Brief of Accident (Continued)

File No. - 1566

7/20/84

WIKIEUP,AZ

A/C Reg. No. N5001E

Time (Lc1) - 1010 MST

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. FLUID,FUEL - EXHAUSTION
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1515 9/22/84 MARANA,AZ A/C Reg. No. N3617U Time (Lcl) - 1515 MST

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

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

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

Make/Model - SCHWEIZER SGS 1-36	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 710	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MARANA,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 153
NONE	Months Since - 3	Make/Model- 42
GLIDER	Aircraft Type - B109B	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DELAYED HIS DESCENT/APPROACH TO HIS DESTINATION DUE TO WX. HE WAS UNABLE TO REACH HIS DESTINATION BECAUSE OF DOWNDRAFTS ENCOUNTERED IN THE DESCENT. DURING THE APPROACH (OFF AIRPORT) THE RIGHT WING TIP CONTACTED THE GROUND RESULTING IN A COLLISION WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1515

9/22/84

MARANA, AZ

A/C Reg. No. N3617U

Time (Lcl) - 1515 MST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - DOWNDRAFT
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1559 4/21/84 CHICO, CA A/C Reg. No. NONE Time (Lcl) - 1900 PST

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

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

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

Make/Model	- TERATORN TIERRA II	Eng Make/Model	- ROTAX 503	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 775	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 50 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- 310/007 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 - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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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 - 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 - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 187</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 24</td> <td>Last 30 Days- 7</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 25</td> </tr> </table>	Total - 187	Last 24 Hrs - 1	Make/Model- 24	Last 30 Days- 7	Instrument- 1	Last 90 Days- 25
Total - 187	Last 24 Hrs - 1							
Make/Model- 24	Last 30 Days- 7							
Instrument- 1	Last 90 Days- 25							

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS BEING TEST FLOWN AFTER ALTERATIONS TO THE ACFT & ITS FLIGHT CONTROL SYSTEM. THE PLT PUT THE ACFT THROUGH SOME MANEUVERS AND DURING ONE OF THEM, DESCRIBED BY WITNESSES AS A CHANDELLE, THE ACFT NOSED DOWN & CRASHED INTO THE GROUND. THE ACFT DROVE FROM ABOUT 300 FT AGL. INVESTIGATION REVEALED THAT AN ELEVATOR CONTROL SEAT HORN HAD FAILED & SEPARATED IN FLT. PARTS OF THIS FAILED PART WERE NOT FOUND IN THE WRECKAGE. THIS CONTROL PART HAD BEEN MODIFIED WITH MORE SPACING WASHERS THAN REQUIRED WHICH INCREASED ITS TORSIONAL LOADING. AFTER THIS FAILURE, THE PLT HAD NO CONTROL OVER THE ACFT ELEVATOR.

Brief of Accident (Continued)

File No. - 1559

4/21/84

CHICO, CA

A/C Reg. No. NONE

Time (Lc1) - 1900 PST

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
 2. FLT CONTROL SYST, ELEVATOR CONTROL - FAILURE, TOTAL
 3. MAINTENANCE, MAJOR ALTERATION - IMPROPER - OTHER MAINTENANCE PSNL
 4. FLT CONTROL SYST, ELEVATOR CONTROL - 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) 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. - 1512

5/08/84

RIO LINDA,CA

A/C Reg. No. N212L

Time (Lcl) - 1715 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - CONTINENTAL E-225
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 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- UNK/NR
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIO LINDA,CA
Destination
RIO LINDA,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 61
Biennial Flight Review
Current - NO
Months Since - 32
Aircraft Type - NAVION

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1028
Make/Model- 548
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 6
Last 90 Days- 16
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED A GRADUAL LOSS OF POWER LEADING TO COMPLETE ENGINE FAILURE. A FORCED LANDING WAS ACCOMPLISHED IN A CITY STREET, WITH DAMAGE TO THE WING AT COLLISION WITH A STREET SIGN. ALTHOUGH THE AIRCRAFT WAS SERVICED WITH AUTOMOTIVE GASOLINE, THE ENGINE STARTED AND RUN PROPERLY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1512

5/08/84

RIO LINDA, CA

A/C Reg. No. N212L

Time (Lc1) - 1715 PDT

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

Finding(s)

1. FLUID, FUEL - IMPROPER
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1481 5/26/84 LLANO, CA A/C Reg. No. N7700 Time (Lc1) - 1046 PDT

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

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

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

Make/Model - BULKOW PHOEBUS A-1	Eng Make/Model - N/A	ELT Installed/Activated - YES/YES
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LLANO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg -	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1030
NONE	Months Since - 12	Make/Model- 1030
GLIDER	Aircraft Type - PHOEBUS	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

CIRCLING IN LIFT NEAR A HIGH RIDGE THE SAILPLANE ENCOUNTERED WHAT THE PLT REFERRED TO AS WIND SHEAR. LOSING CONTROL, THE SAILPLANE COLLIDED WITH A TREE BEFORE IMPACTING THE GROUND.

Brief of Accident (Continued)

File No. - 1481

5/26/84

LLANO, CA

A/C Reg. No. N7700

Time (Lcl) - 1046 PDT

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1505

6/16/84

RED BLUFF, CA

A/C Reg. No. N13NB

Time (Lcl) - 1545 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BAUGH-HUBERT VARIEZE 100
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1050
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/010 KTS
Visibility - 85.0 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
ORLAND, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RED BLUFF
Runway Ident - 33
Runway Lth/Wid - 6000/ 150
Runway Surface - UNK/NR
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 71

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS SAW THE CANOPY COME OPEN DURING THE AIRCRAFT'S INITIAL CLIMB. THE AIRCRAFT ENTERED A SPIN WHEN THE PILOT ATTEMPTED TO CLOSE THE CANOPY AND COLLIDED WITH THE GROUND. THE COCKPIT AREA WAS CRUSHED AT DURING IMPACT BUT THE CANOPY HAD SEPARATED AND WAS FOUND 15 FEET SOUTH OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 1505

6/16/84

RED BLUFF, CA

A/C Reg. No. N13NB

Time (Lc1) - 1545 PDT

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 6. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1564

7/05/84

RICHMOND, CA

A/C Reg. No. N103PD

Time (Lcl) - 1546 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass
Other

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

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Wind Dir/Speed- 180/010 KTS
Visibility - 25.0 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3300
Make/Model- 115
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 115
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THESE TWO ACFT WERE FLYING BETWEEN 1500 AND 2000 FT AGL WHEN THEY COLLIDED OVER RICHMOND, CA. N103PD WAS ON POLICE SURVEILLANCE CIRCLING TO THE LEFT. N95726 WAS ON A X-COUNTRY FLYING A HEADING OF ABOUT 350 DEGREES. THE COLLISION TORE THE RIGHT WING TIP OFF OF N95726 BUT HE WAS ABLE TO CONTINUE FLYING AND LANDED AT NEARBY NAPA ARPT. N103PD LOST ITS RIGHT WING WHILE DESCENDING AND CRASHED VERTICALLY INTO A WAREHOUSE.

Brief of Accident (Continued)

File No. - 1564

7/05/84

RICHMOND,CA

A/C Reg. No. N103PD

Time (Lcl) - 1546 PDT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 2. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
 3. MANEUVER - 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. - 1564 7/05/84 RICHMOND, CA A/C Reg. No. N95726 Time (Lc1) - 1546 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	2	0	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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS
Visibility - 25.0 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
PALO ALTO, CA
Destination
GARBERVILLE, CA

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

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-182

Medical Certificate - EXPIRED

	Flight Time (Hours)	
Total	- 1480	Last 24 Hrs - 1
Make/Model-	450	Last 30 Days- UNK/NR
Instrument-	62	Last 90 Days- 25
Multi-Eng -	30	Rotorcraft - 750

Instrument Rating(s) - NONE

-----Narrative-----

THESE TWO ACFT WERE FLYING BETWEEN 1500-2000 FT OVER RICHMOND, CA, WHEN THEY COLLIDED. N103PD WAS ON POLICE SURVEILLANCE AND WAS CIRCLING TO THE LEFT. THE OTHER, N95726, WAS ON A X-COUNTRY ON A HEADING OF ABOUT 350 DEGREES. THE COLLISION TORE THE RIGHT WING TIP OFF OF N95726 BUT HE WAS ABLE TO CONTINUE FLYING AND LANDED. THE OTHER ACFT LOST ITS WING ON THE WAY DOWN AND CRASHED VERTICALLY INTO A WAREHOUSE.

Brief of Accident (Continued)

File No. - 1564

7/05/84

RICHMOND,CA

A/C Reg. No. N95726

Time (Lc1) - 1546 PDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1524 7/05/84 HAYWARD, CA A/C Reg. No. N67819 Time (Lcl) - 1338 PDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-C	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 - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAYWARD AIR TERMINAL
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - 28L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5159/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED HARD ON THE THIRD LANDING OF THE STUDENT PILOT'S FIRST SOLO. DURING THE ENSUING BOUNCE THE NOSE GEAR COLLAPSED & THE ACFT SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1524

7/05/84

HAYWARD, CA

A/C Reg. No. N67819

Time (Lcl) - 1338 PDT

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1482

7/06/84

YERMO,CA

A/C Reg. No. N880S

Time (Lcl) - 1415 PDT

-----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 - ENTWICKLUNGSGEMEINSCHAFT PHOEBU
Landing Gear - SKI/WHEEL
Max Gross Wt - 1500
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/029 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 6000 FT
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LLANO,CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HARVARD
Runway Ident - N/A
Runway Lth/Wid - 2640/ 100
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
NONE
GLIDER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - IS-28B2

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 285	Last 24 Hrs	- 4
Make/Model	- 171	Last 30 Days	- 21
Instrument	- 0	Last 90 Days	- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ENCOUNTERED ADVERSE SOARING FLIGHT CONDITIONS DURING A LONG X-COUNTRY ATTEMPT AND WAS FORCED TO DIVERT TO AN INTERMEDIATE AIRPORT. ON A LONG GLIDE TO HIS SELECTED LANDING SITE, THE PILOT ENCOUNTERED HIGH POWERLINES. TURNING TO AVOID THEM , HE LOST CONTROL AND ENTERED AN UNCONTROLLED DESCENT.

Brief of Accident (Continued)

File No. - 1482

7/06/84

YERMO,CA

A/C Reg. No. N880S

Time (Lcl) - 1415 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. OBJECT - WIRE,STATIC
 3. CLEARANCE - ATTEMPTED - PILOT IN COMMAND
 4. PULL-UP - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. AIRSPEED(VS) - 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) 4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1558 7/10/84 LAKE ELSINORE, CA A/C Reg. No. NONE Time (Lcl) - 1915 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model	- ULTRALIGHT SOARING WIZARD J-3B	Eng Make/Model	- ROTAX 337	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 254	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 34 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 - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS OBSERVED BY WITNESSES TO BE CIRCLING, THEN PERFORMED WHAT WAS DESCRIBED AS A "BARREL-TYPE" MANEUVER. DURING THE MANEUVER, THE RIGHT WING COLLAPSED AND THE ACFT SPIRALED TO THE GROUND IN AN UNCONTROLLED DESCENT. DURING THE INVESTIGATION OF THE WRECKAGE, THE TWO CENTER, RIGHT WING ALUMINUM SUPPORTS WERE FOUND BENT IN COMPRESSION AT AN ANGLE IN EXCESS OF 90 DEGREES.

Brief of Accident (Continued)

File No. - 1558

7/10/84

LAKE ELSINORE, CA

A/C Reg. No. NONE

Time (Lc1) - 1915 PDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. WING, WING RIB - OVERLOAD
 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1504 7/15/84 OROVILLE, CA

A/C Reg. No. N711BS

Time (Lcl) - 1215 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - EXPERIMENTAL AMATEUR BUI OWL RAEng Make/Model - CONTINENTAL O-200

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 760

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

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- 220/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OROVILLE, CA

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

OROVILLE

Runway Ident - 01

Runway Lth/Wid - 5960/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE, COMMERCIAL, CFI

SE LAND, ME LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4500

Make/Model - 50

Instrument - 90

Multi-Eng - 100

Last 24 Hrs - 0

Last 30 Days - 200

Last 90 Days - 275

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE EXPERIMENTAL/AMATEUR BUILT AIRCRAFT HAD JUST TURNED INBOUND FOR AN EXHIBITION RACE RUN WHEN IT EXPERIENCED SEVERE VIBRATIONS AS THE PILOT APPLIED FULL POWER. HE HEADED FOR THE RUNWAY AND FOUND THAT HE COULD NOT CONTROL THE ENGINE WITH THE THROTTLE. HE WAS UNABLE TO REACH THE MAGNETO DUE TO THE AWKWARD LOCATION OF THE SWITCHES. THE PILOT TURNED AWAY FROM THE RUNWAY DUE TO THE CROWD OF SPECTATORS NEAR-BY. HE FORCED THE AIRCRAFT INTO THE GROUND. IT HIT, BOUNCED AND CARTWHEELED SEVERAL TIMES BEFORE COMING TO REST INVERTED IN A STAND OF TREES.

Brief of Accident (Continued)

File No. - 1504

7/15/84

OROVILLE, CA

A/C Reg. No. N711BS

Time (Lc1) - 1215 PDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. THROTTLE/POWER CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. POWER ON LANDING - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1523

7/28/84

WILLOWS,CA

A/C Reg. No. N80AH

Time (Lcl) - 1930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-11
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - 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- VARIABLE
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILLOWS,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WILLOWS GLENN CO.
Runway Ident - 06
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 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 WAS OBSERVED TO PITCH UP FROM A LEVEL FLIGHT ATTITUDE FROM ABOUT 300 FT AGL. THE ACFT THEN PITCHED DOWN & IMPACTED THE GROUND IN A NEAR VERTICAL ATTITUDE.

Brief of Accident (Continued)

File No. - 1523

7/28/84

WILLOWS, CA

A/C Reg. No. N80AH

Time (Lc1) - 1930 PDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. MANEUVER - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1556 7/28/84 POINT LOMA, CA A/C Reg. No. N100TH Time (Lcl) - 1220 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - OTHER WORK USE

Fire Crew

Flight Conducted Under -14 CFR 133

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - BELL 206B
Landing Gear - EMERGENCY FLOAT
Max Gross Wt - 2600
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/013 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

POINT LOMA, CA

Destination

SAN DIEGO, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NORTH ISLAND

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER - CHOPPY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND

HELICOPTER

Age - 31

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - 206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5470

Make/Model- 3130

Instrument- 54

Multi-Eng - 4

Last 24 Hrs - 4

Last 30 Days- 55

Last 90 Days- 176

Rotorcraft - 5084

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS DITCHED NEAR PT LOMA, CA, AFTER THE ENG QUIT. THE PLT SAID THERE WAS NO LOW FUEL WARNING LIGHT OR CHIP LIGHT. AFTER SALVAGE THE FUEL LINES WERE FOUND EMPTY OF FUEL AND THE TANK CONTAINED MOSTLY SEA WATER. THE WIRES TO THE ANNUNCIATOR PANEL LIGHTS HAD BEEN CLEANLY CUT. THE FOLLOWING CIRCUIT BREAKERS WERE POPPED: CAUTION, TOT, IGNITION, ONE MARKED EC100(2), AND ONE MARKED 28 U(10).

Brief of Accident (Continued)

File No. - 1556

7/28/84

POINT LOMA, CA

A/C Reg. No. N100TH

Time (Lcl) - 1220 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH

-----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. - 1511

8/19/84

SAN JOAQUIN, CA

A/C Reg. No. N8636S

Time (Lcl) - 0830 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

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

Make/Model - AIR TRACTOR AT-301

Eng Make/Model - P&W R 1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 6260

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 - 505.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
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

Age - 60

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - AT-301

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 30000 Last 24 Hrs - 8

Make/Model- 5780 Last 30 Days- 100

Instrument- 0 Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

THE AIR TRACTOR WAS ON TAKEOFF INITIAL CLIMB AND WAS ABOUT 20 FT HIGH WHEN THE ENGINE BEGAN TO BACKFIRE. THE AIRCRAFT SETTLED INTO THE COTTON FIELD AND ROTATED ABOUT 90 DEGREES AFTER GROUND CONTACT. THE PLT REPORTED THAT THE NUMBER ONE CYLINDER WAS FOUND TO BE SPLIT.

Brief of Accident (Continued)

File No. - 1511

8/19/84

SAN JOAQUIN, CA

A/C Reg. No. N8636S

Time (Lcl) - 0830 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
-

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 - CROP
-

----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. - 1557 8/25/84 CLOVERDALE, CA A/C Reg. No. NONE Time (Lcl) - 1155 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 103	NONE	Crew 1	0	0	0
Accident Occurred During	-DESCENT		Pass 0	0	0	0

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

Make/Model	- ULTRALIGHT UFM EAST RISER	Eng Make/Model	- CUYUNA ULRR215 17725	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 175	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 20 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	HEALDSBURG, CA	
Completeness	- PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	
Wind Dir/Speed	- 180/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- UNK/NR BROKEN	Type Apch/Lndg	- N/A
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)	
NONE	Current - N/A	Total - 100	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 40	Last 30 Days - 5
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS OBSERVED BY WITNESSES ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN FOR LANDING. THE ACFT WAS FLYING LEVEL AT ABOUT 300 FT AGL WHEN IT STARTED A SERIES OF ROLLER-COASTER MANEUVERS WHICH INCREASED INTO A STEEP ASCENT AND NOSE OVER FOLLOWED BY A DESCENDING DIVE INTO THE GROUND. THE ENGINE NOISE, WHICH SOUNDED AS IF IT WERE AT FULL POWER, DID NOT CHANGE NOR DID ANY OF THE OBSERVERS SEE ANY OBJECTS FALL FROM THE ACFT. A PARACHUTE WORN BY THE PLT WAS NOT DEPLOYED. POST ACCIDENT EXAMINATION OF THE WRECKAGE DID NOT REVEAL ANY PREIMPACT FAILURES OF THE AIRFRAME OR ENGINE. THE AUTOPSY DID NOT REVEAL ANY PREIMPACT CONDITIONS WHICH WOULD HAVE INTERFERED WITH THE PLTS CONTROL OF THE VEHICLE.

Brief of Accident (Continued)

File No. - 1557

8/25/84

CLOVERDALE,CA

A/C Reg. No. NONE

Time (Lcl) - 1155 PDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1576	9/07/84	LOWERLAKE, CA	A/C Reg. No. NONE	Time (Lcl) - 1945 PDT
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-----Basic Information-----

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

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

Make/Model - PIONEER FLIGHTSTAR	Eng Make/Model - KAWASAKI TA440-436CC	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 40 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LOWERLAKE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - VFR	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 - DUSK		

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

Pilot-In-Command	Age - 43	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 250
	Months Since - N/A	Make/Model- 40
	Aircraft Type - N/A	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF THE ULTRALIGHT FLEW AT ABOUT 50 FT AGL TOWARD A ROW OF OAK TREES BORDERING A PASTURE. IT THEN STRUCK A 60 FT TREE & CRASHED. TWO WITNESSES WHO KNEW THE PLT WELL STATED HE HAD "BEEN DRINKING QUITE A BIT" ON THE DAY OF THE ACCIDENT. THEY ALSO STATED THE PLT "...LIKED TO TRIM THE TOPS OF THE TREES" & HAD A REPUTATION AS "A HOT DOG." THE PLT'S THREE PREVIOUS CERTIFICATES, DATING FROM 1964, HAD EITHER BEEN REVOKED OR RESCINDED FOR VARIOUS FAR VIOLATIONS & MEDICAL REASONS. HIS ORIG STUDENT PLT CERTIFICATE WAS REVOKED IN 1964 FOR VARIOUS FAR VIOLATIONS INCLUDING UNWARRANTED LOW FLT NEAR OCCUPIED BOATS AT SEA. LATER APPLICATIONS FOR CERTIFICATES WERE DENIED & REVOKED DUE TO "A CLINICAL HISTORY OF A DISTURBANCE OF CONSCIOUSNESS WITHOUT SATISFACTORY MEDICAL EXPLANATION. THE PLT'S BLOOD ALCOHOL CONTENT WAS 0.08%.

Brief of Accident (Continued)

File No. - 1576

9/07/84

LOWERLAKE,CA

A/C Reg. No. NONE

Time (Lc1) - 1945 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
4. LOW PASS - INTENTIONAL - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. 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) 2,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1573

9/14/84

CORNING, CA

A/C Reg. No. NONE

Time (Lcl) - 1000 PDT

-----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

Fire

Crew

Flight Conducted Under -14 CFR 103

NONE

Pass

Accident Occurred During -DESCENT

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

Make/Model - MITCHELL WING A-10

Eng Make/Model - ZENOAH 250

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 23 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 - 40.0 SM

Lowest Sky/Clouds - 13000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg -

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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 - 71

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT HAD RECENTLY BEEN PURCHASED BY THE NEW OWNER WHO RECEIVED NO INSTRUCTION IN ITS OPERATION. ON THE DAY OF THE ACCIDENT, HE TOLD HIS WIFE HE WAS JUST GOING TO TAXI-TEST THE VEHICLE. SHE SAID THERE WAS NO INTENT TO FLY. WHEN SHE NO LONGER HEARD OR SAW THE VEHICLE A SEARCH WAS STARTED AND THE VEHICLE WAS FOUND ABOUT 1 MILE NORTHWEST OF THE ARPT. NO RECORDS WERE FOUND TO INDICATE THAT THE PLT HAD ANY FLT EXPERIENCE. EXAMINATION OF THE WRECKAGE SHOWED THAT THE ACFT CONTACTED THE GROUND LEFT WING LOW AND NOSE DOWN. TOTAL LENGTH OF THE GROUND SCAR WAS 10 FT. NO EVIDENCE OF PRE-IMPACT FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1573

9/14/84

CORNING, CA

A/C Reg. No. NONE

Time (Lcl) - 1000 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1516

9/16/84

CALISTOGA, CA

A/C Reg. No. N80504

Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - GLOBE SWIFT GC-1B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1710
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CALISTOGA, CA
Destination
PALO ALTO, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CALISYOGA AIRPARK
Runway Ident - 10
Runway Lth/Wid - 2600/ 20
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - P-3C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1515
Make/Model- 105
Instrument- 411
Multi-Eng - 1330
Last 24 Hrs - 15
Last 30 Days- 32
Last 90 Days- 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STARBOARD ENTRANCE HATCH OPENED DURING TAKEOFF ROLL. THE PILOT ABORTED THE TAKEOFF. THE ACFT COULD NOT BE STOPPED ON THE REMAINING RWY & COLLIDED WITH A DITCH. THE TAKEOFF WAS ATTEMPTED WITH A LIGHT TAILWIND ON A UNIDIRECTIONAL RWY.

Brief of Accident (Continued)

File No. - 1516

9/16/84

CALISTOGA, CA

A/C Reg. No. N80504

Time (Lc1) - 1530 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. DOOR, PASSENGER - UNLOCKED

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

3. WEATHER CONDITION - TAILWIND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

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. - 1599 9/17/84 BISHOP,CA A/C Reg. No. N14728 Time (Lcl) - 1630 PDT

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

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

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

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-520-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	INDEPENDENCE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BISHOP,CA	BISHOP
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5601/ 100
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 880
SE LAND	Months Since - UNK/NR	Make/Model- 880
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE BELLANCA SAID HE SAW A SAILPLANE IN FRONT OF HIM IN THE TRAFFIC PATTERN AND PULLED UP TO AVOID A COLLISION. THE BELLANCA STALLED AND EVEN THOUGH IT WAS PARTIALLY RECOVERED 500 FT BEFORE GROUND CONTACT, THE PLT SAID HE CUT THE ENGINE AND LANDED OFF THE ARPT IN 4 FT HIGH BRUSH WHERE IT LEFT A 62 FT GROUND SCAR. FROM WITNESS ACCOUNTS THE SAILPLANE WAS ON FINAL APPROACH AND THE BELLANCA ON BASE.

Brief of Accident (Continued)

File No. - 1599

9/17/84

BISHOP,CA

A/C Reg. No. N14728

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 2. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
 3. IDENTIFICATION OF AIRCRAFT VISUALLY - DELAYED - PILOT IN COMMAND
 4. RADIO COMMUNICATIONS - 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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1600

9/22/84

MILPITAS,CA

A/C Reg. No. N4908K

Time (Lc1) - 0940 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 - RYAN-NAVION NAV-4-1908

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2750

No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 225 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- 200/005 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

FREMONT,CA

Destination

SALINAS,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FREMONT CA

Runway Ident - 31

Runway Lth/Wid - 2310

Runway Surface - GRAVEL

Runway Status - DRY

ROUGH

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 - 56

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - NAVION

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 354

Make/Model- 153

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 20

Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IMMEDIATELY AFTER TAKEOFF WHEN THE ENGINE QUIT AT ABOUT 220 FT AGL. THE ACFT WAS LANDED IN A GARBAGE DUMP. POST ACCIDENT INVESTIGATION REVEALED NO DISCREPANCIES IN THE ACFT TO ACCOUNT FOR THE ENGINE STOPPAGE. THE REPORTED TEMPERATURE WAS 73 DEGREES F AND THE DEW POINT WAS 50 DEGREES F.

Brief of Accident (Continued)

File No. - 1600

9/22/84

MILPITAS, CA

A/C Reg. No. N4908K

Time (Lcl) - 0940 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1503 9/24/84 CAMARILLO, CA A/C Reg. No. N169N Time (Lcl) - 1445 PDT

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

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

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	CAMARILLO, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	CAMARILLO
Wind Dir/Speed	- 250/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 2000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- NONE	- 6020/ 150
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- TRAFFIC PATTERN	- ASPHALT
Condition of Light	- DAYLIGHT	TOUCH AND GO	Runway Status
			- DRY

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 570	Last 24 Hrs - 0
SE LAND	Months Since - 1	Make/Model- 104	Last 30 Days- 29
	Aircraft Type - M20J	Instrument- 56	Last 90 Days- 158

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS UNFAMILIAR WITH THE ACFT. HE DISCOVERED THAT THE RIGHT MAIN TIRE WAS DEFLATED DURING HIS LANDING ROLL AND HE OVER CONTROLLED THE ACFT WHILE COMPENSATING. THE ACFT GROUND LOOPED TO THE LEFT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1503

9/24/84

CAMARILLO,CA

A/C Reg. No. N169N

Time (Lc1) - 1445 PDT

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

Finding(s)

1. LANDING GEAR,TIRE - PRESSURE TOO LOW
-

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

Finding(s)

2. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
 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) 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. - 1502 9/25/84 TULARE,CA A/C Reg. No. N10230 Time (Lcl) - 0830 PDT

-----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	IN FLIGHT	Pass 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - SCHWEIZER G164	Eng Make/Model - P&W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3650	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	TULARE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - ROUGH
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)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - 7016
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 10
	Aircraft Type - A36	Make/Model- 960
		Last 30 Days- UNK/NR
		Instrument- 226
		Last 90 Days- 350
		Multi-Eng - 603

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD A FULL LOAD OF FUEL AND CHEMICALS ON BOARD FOR THIS TAKEOFF. THE PILOT STATED THAT THE BRAKES LOCKED ON THE TAKEOFF GROUND RUN AND REDUCED THE AIRCRAFTS ACCELERATION. A RAILROAD CROSS TIE BARRIER AT THE END OF THE RUNWAY MADE AN ON GROUND OVER RUN UNDESIRABLE/NOT POSSIBLE. HE LIFTED OFF PREMATURELY, THE AIRCRAFT STALLED AND CRASHED ABOUT ONE HALF MILE FROM THE RUNWAY. THE AIRCRAFT BURNED AFTER GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1502

9/25/84

TULARE,CA

A/C Reg. No. N10230

Time (Lc1) - 0830 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. MAINTENANCE - IMPROPER - COMPANY/OPERATOR MGMT
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. LIFT-OFF - INTENTIONAL - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 FIRE
Phase of Operation OTHER

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

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

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. - 1544 11/30/84 FURNACE CREEK,CA A/C Reg. No. N17171 Time (Lcl) - 0730 PST

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

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

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

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FURNACE CREEK,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PAHRUMP,NV	CEATH VALLEY
Wind Dir/Speed- 130/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 54
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 9
		Last 30 Days- 9
		Instrument- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THE ENG BEGAN RUNNING ROUGH DURING CRUISE FLT. PLT APPLIED CARB HEAT AND "ADJUSTED THE MIXTURE" BUT ENG CONTINUED RUNNING ROUGH AND SUBSEQUENTLY QUIT. THE RIGHT WING CONTACTED A ROAD SIGN DURING THE FORCED LANDING ON A ROAD. THE ACFT VEERED OFF THE ROAD INTO A DITCH WHERE THE RIGHT MAIN AND NOSE GEARS COLLAPSED. INSPECTION OF THE ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1544

11/30/84

FURNACE CREEK, CA

A/C Reg. No. N17171

Time (Lcl) - 0730 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - DITCH
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) 1,2

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. - 1431 5/04/84 BERTHOUD,CO A/C Reg. No. NONE Time (Lcl) - 1115 MDT

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

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

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

Make/Model - EIPPER QUICKSILVER MX	Eng Make/Model - ROTEX R503	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 46 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ERIE,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - 31	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 10
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHTS WERE FLYING IN LOOSE FORMATION ON A SHORT X-COUNTRY. DURING THE FLT, THE WIND SHIFTED TO THE EAST AND CREATED SOME TURBULENCE AND DOWNDRAFTS NEAR THE END OF THE JOURNEY ON FINAL APPROACH. THE LEAD VEHICLE LANDED WITHOUT KNOWLEDGE THAT HIS COMPANION HAD CRASHED. WITNESSES SAW THE ACCIDENT ULTRALIGHT IN APPARENT TROUBLE DESCENDING AND ASCENDING BEFORE DIVING INTO THE GROUND. THE SURVIVING PLT OF THE OTHER ACFT SAID HE ENCOUNTERED A SINK OVER A DEPRESSION WHILE ON FINAL, BUT NEEDED IT TO LOSE ALT SO IT DID NOT BOTHER HIM AND HE LANDED WITHOUT INCIDENT. THE VEHICLE WAS FOUND INTACT AND ALL ACFT PARTS WERE ACCOUNTED FOR. INVESTIGATION DID NOT REVEAL ANY EVIDENCE OF AN INFLIGHT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1431

5/04/84

BERTHOUD,CO

A/C Reg. No. NONE

Time (Lcl) - 1115 MDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - DOWNDRAFT
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. 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) 4,6,7

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. - 1432 5/20/84 PEYTON,CO

A/C Reg. No. NONE

Time (Lcl) - 0955 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

Eng Make/Model - ROTEX 377
Number Engines - 4
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 25 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 - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELLCOTT,CO
Destination
MEADOWLAKE,CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 30
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 ULTRALIGHT WAS FLYING IN FORMATION WITH 2 OTHER CRAFT. THE ACCIDENT PLT WAS SEEN BY ONE OF THE OTHER TWO PLTS TO DESCEND TO A LOW ALT OVER A CREEK BED AND THEN PULL UP ABRUPTLY TO CLIMB OVER A POWER LINE. THE LANDING GEAR COLLIDED WITH THE WIRES AND THE ACFT FLIPPED OVER AND CRASHED.

Brief of Accident (Continued)

File No. - 1432

5/20/84

PEYTON,CO

A/C Reg. No. NONE

Time (Lc1) - 0955 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. OBJECT - WIRE,TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1595 6/19/84 PINE,CO

A/C Reg. No. N73276

Time (Lc1) - 0730 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXIAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - BELL 47G-4

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2950

No. of Seats - 3

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 261 HP

ELT Installed/Activated - YES/YES

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 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

EVERGREEN,CO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

NONE

HELICOPTER

Age - 33

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3500 Last 24 Hrs - 7

Make/Model- 3500 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 50

Rotorcraft - 3500

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT WAS FORCED TO LAND AFTER APRX 15 MINUTES FLT TIME WHEN THE ENGINE QUIT. THE PLT AUTOROTATED INTO AN OPEN FIELD. ACCORDING TO THE FAA ONLY ABOUT 1 AND 1/2 GALLONS OF FUEL REMAINED IN THE ACFT FUEL TANKS. THE PLT SAID HE PUT TOO MUCH FAITH IN THE FUEL GAGES. THE ACFT HAS A FUEL CAPACITY OF OVER 61 GALLONS, OF WHICH ABOUT 4 GALLONS ARE UNUSABLE.

Brief of Accident (Continued)

File No. - 1595

6/19/84

PINE, CO

A/C Reg. No. N73276

Time (Lc1) - 0730 MDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1514 7/26/84 NATURITA,CO A/C Reg. No. N4246 Time (Lc1) - 0745 MDT

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -HARD LANDING

Fire
NONE

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

Make/Model - AEROSPATIALE 316B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 4630
No. of Seats - 7

Eng Make/Model - TURBOMECA ARTOUSTE IIB
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 562 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 - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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
HELICOPTER

Age - 38

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

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

Total	- 8500	Last 24 Hrs	- 6
Make/Model-	150	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	15
		Rotorcraft	- 8500

Instrument Rating(s) - NONE

-----Narrative-----

ONE OF THE AXIAL COMPRESSOR BLADES SEPARATED RESULTING IN INTERNAL ENGINE DAMAGE AND LOSS OF ENGINE POWER. EXAMINATION OF THE BLADES SHOWED EVIDENCE OF CORROSION BEYOND ACCEPTABLE LIMITS. THE ENGINE WAS NOT EQUIPPED WITH AN AIR FILTER OR PARTICLE SEPARATOR. HELICOPTER DAMAGE WAS SUSTAINED DURING GROUND CONTACT.

Brief of Accident (Continued)

File No. - 1514

7/26/84

NATURITA,CO

A/C Reg. No. N4246

Time (Lcl) - 0745 MDT

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

Finding(s)

1. COMPRESSOR ASSEMBLY, BLADE - CORRODED
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. COMPRESSOR ASSEMBLY, BLADE - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1539 7/28/84 PAGOSA SPRINGS,CO A/C Reg. No. N4617E Time (Lcl) - 0800 MDT

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SANTA FE,NM	Airport Data
Method - N/A	Destination	STEVENS
Completeness - N/A	SAME AS ACC/INC	Runway Ident - 04
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5600/ 60
Wind Dir/Speed- 005 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - WET
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE	FULL STOP	
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)
PRIVATE	Current - YES	Total - 1517
SE LAND,ME LAND	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 52
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 23
		Multi-Eng - 1413

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TURNING THE BASE LEG, THE PLT VIEWED A HOT AIR BALLOON NEAR THE FINAL APCH CORRIDOR. THE PLT ELECTED TO MAKE A SHORT FINAL TO AVOID THE BALLOON. THE ACFT BOUNCED DURING TOUCHDOWN. THE PLT ADDED POWER TO RECOVER AND THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY CONTACTING A FENCE.

Brief of Accident (Continued)

File No. - 1539

7/28/84

PAGOSA SPRINGS, CO

A/C Reg. No. N4617E

Time (Lcl) - 0800 MDT

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

Finding(s)

1. PLANNED APPROACH - NOT PERFORMED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

4. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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) 5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1594 8/18/84 DURANGO, CO A/C Reg. No. N6431R Time (Lcl) - 0630 MDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE, NM	ANIMAS AIR PARK
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 15.0 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2075
SE LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 10
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Multi-Eng - 28

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A RWY LIGHT DURING TAKEOFF. THE PLT SAID THE ACFT GOT TO ABOUT 6 FT AGL FOR ABOUT 100 FT AND WHEN THE PLT PUSHED FOWARD ON THE CONTROL COLUMN THE ACFT SETTLED BACK ON THE RWY. DURING THE ROLL THE HORIZONTAL STABILIZER HIT A RWY LIGHT. THE PLT MAINTAINED THERE WAS A MALFUNCTION OF THE NOSE GEAR. INVESTIGATION REVEALED THE CRACK IN THE NOSE GEAR WAS A RESULT OF THE ACCIDENT. FAA DID A FLT CHECK WITH THE PLT AND REPORTED THAT HE USED ONLY THE AILERONS FOR CROSS-WIND CORRECTIONS WHILE ON THE RWY. THE RUDDERS AND NOSE WHEEL STEERING WERE NOT USED.

Brief of Accident (Continued)

File No. - 1594

8/18/84

DURANGO, CO

A/C Reg. No. N6431R

Time (Lc1) - 0630 MDT

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

Finding(s)

1. OBJECT - RUNWAY LIGHT
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 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. - 1569

9/09/84

ERIE, CO

A/C Reg. No. NONE

Time (Lcl) - 0810 MDT

-----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 -

Fire
NONE

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

Make/Model - WEEDHOPPER B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 360
No. of Seats - 1

Eng Make/Model - XENOAH G34BW2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 40 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/005 KTS
Visibility - 70.0 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

TRI-COUNTY
Runway Ident - 01
Runway Lth/Wid - 1150/ 40
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 28

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 9	Last 24 Hrs	- UNK/NR
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT ENGINE LOST POWER WHILE THE PLT WAS IN A PRACTICE AREA. HE RETURNED TO THE ARPT, AND DURING THE ATTEMPT TO LAND, THE ACFT CRAHSED. AN INSTRUCTOR SAID THE ACFT SEEMED TO BE FLYING SLOWER THAN NORMAL AND THE PLT EXTENDED THE DOWNWIND TURN TO BASE LEG MORE THAN NORMAL. THE ACFT CRASHED ABOUT HALF A MILE FROM THE ARPT. THE CONTROL STICK WAS JAMMED IN THE FULL NOSE UP POSITION. THIS PARTICULAR ACFT WAS NOSE HEAVY BECAUSE OF THE INSTALLATION OF A LARGER ENGINE. AN EXAM OF THE ENGINE REVEALED THAT ONE OF THE TWO SPARK PLUG LEADS WAS LOOSE, ALLOWING MINIMAL CONTACT BETWEEN THE LEAD & THE SPARK PLUG.

Brief of Accident (Continued)

File No. - 1569

9/09/84

ERIE,CO

A/C Reg. No. NONE

Time (Lcl) - 0810 MDT

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

Finding(s)

1. IGNITION SYSTEM,IGNITION HARNESS - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

2. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE -
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1553 9/20/84 BRIGHTON, CO A/C Reg. No. NONE Time (Lc1) - 0950 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

	Fatal	Serious	Minor	None
Crew	1	0	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 - ROTEX 377
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 25 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

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)
PRIVATE
SE LAND

Age - 61

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS TURNING IN A SPIRAL TURN TO THE RIGHT WHEN WITNESSES HEARD THE ENGINE STOP. THE ACFT WENT INTO A SPIN AND CRASHED. WITNESSES SAID THE PLT HAD BEEN DOING THIS BEFORE WITH A PULL OUT AT ABOUT 50 FT AGL AND A RESTART OF THE ENGINE. THE HEIGHT OF THE ACFT AT SPIN ENTRY WAS ABOUT 500 FT AGL. EXAMINATION OF THE VEHICLE REVEALED THAT THE SWITCH FOR START/STOP WAS IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 1553

9/20/84

BRIGHTON, CO

A/C Reg. No. NONE

Time (Lcl) - 0950 MDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. MANEUVER - INITIATED - PILOT IN COMMAND
 3. SPIRAL - INTENTIONAL - PILOT IN COMMAND
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1443 5/15/84 DANBURY,CT A/C Reg. No. N6539R Time (Lcl) - 1530 EDT

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

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

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

Make/Model	- BEECH B19	Eng Make/Model	- FRANKLIN 6A4-150-B3	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/020 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN</p> <p>Condition of Light - UNK/NR</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">DANBURY,CT</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;">DANBURY</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 3137/ 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 style="padding-left: 20px;">STUDENT</p>	<p>Age - 37</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> <p>Total - 38</p> <p>Make/Model- 29</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT STATED WHILE PERFORMING THE LAST LANDING OF THE DAY A GUST OF WIND BLEW THE LEFT WING UP AS THE ACFT WAS BEING FLARED. THE ACFT LANDED HARD AND BOUNCED BACK INTO THE AIR. A GO-AROUND WAS INITIATED BUT WHEN ANOTHER TAXING ACFT WAS VIEWED IN THE DIRECTION OF TRAVEL WHICH WAS OFF THE SIDE OF THE RWY, THE GO-AROUND WAS ABORTED. THE ACFT TRAVELED OFF THE RWY INTO THE DIRT AND EXPERIENCED A COLLAPSE OF THE LEFT MAIN GEAR. THE PLT WAS USING RWY 35 WITH WINDS REPORTED FROM 270 DEG AT 10 KTS GUSTING TO 20 KTS. RWY 26 WAS AVAILABLE.

Brief of Accident (Continued)

File No. - 1443

5/15/84

DANBURY,CT

A/C Reg. No. N6539R

Time (Lcl) - 1530 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1473 6/18/84 ELKTON, FL A/C Reg. No. N8233G Time (Lcl) - 1800 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA C-188
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 - NO

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

Weather Data

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

Wind Dir/Speed- 110/010 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE

Obstructions to Vision- NONE
Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELKTON, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
NONE

Age - 48
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 20000
Make/Model- 10000
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 400
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEPARTED THE FARM GRASS STRIP FOR A SPRAY MISSION ESTIMATED TO TAKE ABOUT 20 MINUTES. WHEN THE AIRCRAFT FAILED TO RETURN THE PILOTS BUSINESS PARTNER STARTED LOOKING FOR THE AIRCRAFT AND PILOT. THE AIRCRAFT WAS FOUND ABOUT ONE AND ONE HALF MILE FROM THE DEPARTURE AIRPORT. THERE WERE NO KNOWN WITNESSES AND THE PILOT WAS SEVERLY BURNED AND COULD NOT SPEAK. HOWEVER WHEN ASKED IF HE HAD ENGINE, PROPELLER OR FLIGHT CONTROL PROBLEMS, HE SHOOK HIS HEAD NEGATIVE.

Brief of Accident (Continued)

File No. - 1473

6/18/84

ELKTON, FL

A/C Reg. No. N8233G

Time (Lc1) - 1800 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1547 6/10/84 STOCKBRIDGE, GA A/C Reg. No. N4645Y Time (Lcl) - 1500 EDT

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

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

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

Make/Model - ROTEC RALLY 3	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 460	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BELLAH
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	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 - 368
SE LAND	Months Since - 13	Make/Model- 48
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT VEHICLE LOST POWER AT ABOUT 250 FT AGL, SHORTLY AFTER TAKEOFF. THE PLT CHOSE A FIELD FOR AN EMERGENCY LANDING. HOWEVER, WHILE AVOIDING THE TOPS OF TREES, THE ULTRALIGHT LOST AIRSPEED. SUBSEQUENTLY, THERE WAS INSUFFICIENT AIRSPEED TO FLARE PROPERLY. DURING TOUCHDOWN IN TALL GRASS, THE VEHICLE NOSED OVER.

Brief of Accident (Continued)

File No. - 1547

6/10/84

STOCKBRIDGE,GA

A/C Reg. No. N4645Y

Time (Lc1) - 1500 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE
2. ENGINE ASSEMBLY,PISTON - BINDING(MECHANICAL)

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

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. AIRSPEED - REDUCED -
5. FLARE - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1449

6/30/84

AMERICUS,GA

A/C Reg. No. N9059N

Time (Lcl) - 1248 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - AERO COMMANDER S2R

Eng Make/Model - P & W 1340AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 20.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AMERICUS,GA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2150

Make/Model- UNK/NR

Instrument- 20

Multi-Eng - 350

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE HAD MANEUVERED TO FINISH SPRAYING A FIELD & WAS DESCENDING ON A TRIM RUN WHEN THE ENG COUGHED/HESITATED. HE STATED THAT HE BECAME DISTRACTED BY THE PROBLEM & BEFORE HE REALIZED IT, THE ACFT WAS CONVERGING ON TREES. HE TURNED THE ACFT TO THE RIGHT, BUT THE PLANE CRASHED INTO THE TREES & BURNED. THE AIRFRAME & ENG WERE DESTROYED BY THE FIRE.

Brief of Accident (Continued)

File No. - 1449

6/30/84

AMERICUS,GA

A/C Reg. No. N9059N

Time (Lc1) - 1248 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED
-

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

Finding(s)

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1452 7/13/84 SNELLVILLE, GA A/C Reg. No. NONE Time (Lcl) - 1945 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - TERATON TA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ROTEC UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 28 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/004 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

WHISPERING POINTS
Runway Ident - 33
Runway Lth/Wid - 2600/ 20
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 44
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total - 105	Last 24 Hrs - UNK/NR
Make/Model- 3	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 MAKING A TOUCH & GO LANDING, THE PLT WAS UNABLE TO CLIMB OVER TREES AT THE DEPARTURE END OF THE RWY. SUBSEQUENTLY, THE ULTRALIGHT VEHICLE LODGED IN A TREE ABOUT 40 TO 50 FT AGL. THE PLT SAID THAT HE WAS NOT INJURED DURING THE IMPACT WITH THE TREE. HOWEVER, WHILE CLIMBING DOWN, HE SLIPPED & FELL AN ESTIMATED 30 TO 35 FT & WAS SERIOUSLY INJURED.

Brief of Accident (Continued)

File No. - 1452

7/13/84

SNELLVILLE,GA

A/C Reg. No. NONE

Time (Lc1) - 1945 EDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. TOUCH-AND-GO LANDING - INTENTIONAL - PILOT IN COMMAND
8. OBJECT - TREE(S)

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation OTHER

Finding(s)

9. 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) 5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1498

8/02/84

FRANKLIN,GA

A/C Reg. No. N8808B

Time (Lc1) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - EAGLE AIRCRAFT CO. DW-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5400
No. of Seats - 1

Eng Make/Model - LYCOMING IO-540-M1B5D
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
AMERICAS,GA
Destination
ALEXANDRIA,MN

Airport Proximity
UNK/NR

Airport Data

Wind Dir/Speed- 300/020 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7502
Make/Model- 277
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 15
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

FLYING CROSS-COUNTRY ON A SPECIAL FERRY PERMIT (THE AIRCRAFT'S ANNUAL INSPECTION HAD EXPIRED) THE PILOT REPORTS A GRADUAL DECLINE IN POWER OCCURRED UNTIL ALTITUDE COULD NO LONGER BE MAINTAINED. A FORCED LANDING WAS ACCOMPLISHED ON A PUBLIC ROAD, BUT THE PILOT SWERVED OFF THE ROAD TO MISS AN ONCOMING VEHICLE. THE AIRCRAFT NOSED OVER. SUBSEQUENT EXAMINATION REVEALED COMTAMINATION IN THREE FUEL INJECTOR NOZZLES AND PINHOLE SIZE LEAKS IN A FUEL SUPPLY LINE.

Brief of Accident (Continued)

File No. - 1498

8/02/84

FRANKLIN,GA

A/C Reg. No. N8808B

Time (Lc1) - 1400 EDT

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

Finding(s)

1. FUEL SYSTEM,NOZZLE - BLOCKED(TOTAL)
 2. FUEL SYSTEM - NOT MAINTAINED - COMPANY MAINTENANCE PSNL
 3. FLUID,FUEL - STARVATION .
-

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

Finding(s)

4. TERRAIN CONDITION - SOFT
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1457

8/11/84

QUITMAN, GA

A/C Reg. No. N40241

Time (Lcl) - 1600 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Crew

Pass

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

Make/Model - AYRES THRUSH S2R-T15

Eng Make/Model - P&W PW PT6-15AG

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - TURBOPROP

No. of Seats - 1

Rated Power - 680 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

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 - 39

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6000

Make/Model- 900

Instrument- 0

Last 24 Hrs - 5

Last 30 Days- 60

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF SWATH RUN THE ACFT STRUCK A PIECE OF FARM EQUIPMENT DURING THE PULL-UP. AFTER THE COLLISION THE PLT NOTICED LIQUID TRAILING BEHIND THE ACFT AS HE RETURNED TO HIS DEPARTURE AIRPORT. UPON LDG WHEN THE LEFT WING SETTLED CLOSE TO THE RWY, THE PLT REALIZED THAT THE LEFT MAIN GEAR HAD BEEN DAMAGED IN THE COLLISION. THE LANDING WAS ABORTED. AT ABOUT 75 FT AGL IN THE INITIAL CLIMB A TOTAL LOSS OF PWR WAS EXPERIENCED. THE PLT LANDED THE ACFT IN A CORN FIELD AND THE ACFT WAS DESTROYED BY POST CRASH FIRE. THERE WERE NO MECHANICAL MALFUNCTIONS PRIOR TO CONTACTING THE FARM EQUIPMENT.

Brief of Accident (Continued)

File No. - 1457

8/11/84

QUITMAN,GA

A/C Reg. No. N40241

Time (Lcl) - 1600 EDT

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

Finding(s)

1. OBJECT - VEHICLE
 2. PULL-UP - DELAYED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD
-

Occurrence #3 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. TURBINE ASSEMBLY - DISABLED
-

Occurrence #4 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - CROP
-

Occurrence #5 FIRE
Phase of Operation OTHER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1548

9/15/84

AMERICUS,GA

A/C Reg. No. N132GW

Time (Lcl) - 1000 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - WILLIAM T. HODGES GOLDWING
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - DAWN STAR SP-400
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AMERICUS,GA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 64
Last 24 Hrs - UNK/NR
Make/Model- 22
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL TAKEOFF CLIMB AT AN ALT OF 150 FT AGL, A TTL LOSS OF POWER OCCURRED. A FORCED LANDING WAS MADE IN A SOYBEAN FIELD AT WHICH TIME THE ACFT WAS SUBSTANTIALLY DAMAGED. THE PLT STATED THE LOSS OF POWER RESULTED FROM THE INSTALLATION OF A NON-STANDARD VACUUM FUEL PUMP WHICH DID NOT SUPPLY ADEQUATE FUEL TO THE ENGINE. THE PLT INSTALLED THE FUEL PUMP ON THIS HOMEBUILT ACFT.

Brief of Accident (Continued)

File No. - 1548

9/15/84

AMERICUS,GA

A/C Reg. No. N132GW

Time (Lc1) - 1000 EDT

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

Finding(s)

1. FUEL SYSTEM,PUMP - INADEQUATE
 2. MAINTENANCE,REPLACEMENT - IMPROPER - PILOT IN COMMAND
 3. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - 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. - 1546

9/16/84

COLUMBUS, GA

A/C Reg. No. N757DN

Time (Lc1) - 1838 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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- 090/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 3800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DE LAND, FL
Destination
COLUMBUS, GA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 88
Make/Model- 52
Instrument- 1
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED DELAND, FL, FOR COLUMBUS, GA, WITH AN INTENDED FUEL STOP AT AMERICUS, GA. WHILE EN ROUTE FROM DELAND TO AMERICUS THE CEILING BECAME LOWER THAN FORECAST AND THE PLT MADE THE DECISION TO FLY AT 8500 FT MSL STAYING ABOVE THE CLOUD LAYER. WITH OVERCAST SKY REMAINING AT AMERICUS, THE PLT STATED, FUEL CONSUMPTION WAS RECALCULATED AND THE DECISION WAS MADE TO CONTINUE TO COLUMBUS WITHOUT REFUELING. THE ENGINE QUIT WHILE ON A 2 MILE FINAL AT COLUMBUS ARPT. DURING THE EMERGENCY DESCENT THE ACFT CONTACTED POWERLINES 1 MILE FROM THE ARPT.

Brief of Accident (Continued)

File No. - 1546

9/16/84

COLUMBUS,GA

A/C Reg. No. N757DN

Time (Lc1) - 1838 EDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. VFR PROCEDURES - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. REFUELING - DISREGARDED - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. OBJECT - WIRE,STATIC
8. OBJECT - UTILITY POLE
9. OBJECT - BUILDING(NONRESIDENTIAL)

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

Finding(s)

10. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1598 7/18/84 HESPER,IA A/C Reg. No. N84494 Time (Lcl) - 1822 CDT

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

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

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D-23	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	CRESCO,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3255
SE LAND,ME LAND	Months Since - 1	Make/Model- 2200
	Aircraft Type - C-188	Instrument- 43
		Multi-Eng - 55
		Last 24 Hrs - UNK/NR
		Last 30 Days- 80
		Last 90 Days- 123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER COLLIDING WITH A POWER LINE. DURING THE FIRST SPRAY PASS THE PLT ATTEMPTED TO FLY UNDER THE POWER LINE. THE VERITCAL FIN HIT THE WIRE AND THE ACFT CRASHED. THERE WERE NO MECHANICAL PROBLEMS WITH THE ACFT DURING THIS AERIAL APPLICATION FLT.

Brief of Accident (Continued)

File No. - 1598

7/18/84

HESPER,IA

A/C Reg. No. N84494

Time (Lc1) - 1822 CDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. MANEUVER - IMPROPER - PILOT IN COMMAND
 4. OBJECT - WIRE,TRANSMISSION
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1471

7/22/84

OAKLAND, IA

A/C Reg. No. N8287H

Time (Lcl) - 0845 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -OTHER WORK USE

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - CALLAIR A-9

Eng Make/Model - LYCOMING O-540-E4C5

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 260 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

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

Age - 25

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 543

Last 24 Hrs - 1

SE LAND

Months Since - 2

Make/Model- 2

Last 30 Days- 5

Aircraft Type - 7EAC

Instrument- 9

Last 90 Days- 19

Multi-Eng - 54

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING AERIAL APPLICATION MANEUVERS USING WATER AS THE SPRAY LOAD. HE STATED THAT ABOUT HALF WAY THRU HIS TURN TO REVERSE DIRECTION, HE FELT THE A/C GIVE A VERY SLIGHT STALL WARNING. HE SAID THAT HE RELEASED SOME BACK PRESSURE AND ATTEMPTED TO ROLL OUT OF THE BANK BUT THAT IT WAS TOO LATE. HE DID NOT JETTISON THE LOAD. THE ACFT HIT A TREE WITH THE LEFT WING, SPUN AROUND AND HIT THE GROUND GOING BACKWARDS.

Brief of Accident (Continued)

File No. - 1471

7/22/84

OAKLAND,IA

A/C Reg. No. N8287H

Time (Lc1) - 0845 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

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

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

Finding(s)

3. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
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. - 1596

9/16/84

AMES, IA

A/C Reg. No. N9920J

Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

1

0

0

Accident Occurred During -LANDING

NONE

Pass

0

0

0

0

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

Make/Model - SCHWEIZER SGU2-22E

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 10

Engine Type - N/A

No. of Seats - 2

Rated Power - N/A

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 141/015 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - UNK/NR THIN BKN

Lowest Ceiling - 25000 FT

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AMES, IA

Destination

AMES, IA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AMES

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 - 56

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT, PRIVATE

Current - N/A

Total - 250

Last 24 Hrs - UNK/NR

Months Since - N/A

Make/Model- 1

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- 0

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER PLT WHO HAD ONLY ABOUT 1 HOUR FLT TIME IN THIS MAKE OF GLIDER AND LESS THAN A HOUR TOTAL GLIDER TIME MISJUDGED THE WIND AND AFTER DRIFTING DOWNWIND WAS UNABLE TO MAKE IT BACK TO THE ARPT. A FORCED LANDING WAS MADE OFF ARPT IN A FARM FIELD.

Brief of Accident (Continued)

File No. - 1596

9/16/84

AMES,IA

A/C Reg. No. N9920J

Time (Lcl) - 1430 CDT

Occurrence UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. TERRAIN CONDITION - OPEN FIELD
 5. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
 6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 7. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 8. 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) 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. - 1404

7/19/84

WORLEY, ID

A/C Reg. No. N150WA

Time (Lcl) - 1745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 150H
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 - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/010 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
COUER D'ALENE, ID
Destination
WORLEY, ID

Airport Proximity
ON AIRSTRIP

Airport Data

HICKMAN
Runway Ident - UNK/NR
Runway Lth/Wid - 2600/ 80
Runway Surface - GRAVEL
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)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

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

Total	-	209	Last 24 Hrs -	1
Make/Model-	165	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	1	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PERFORMING A TOUCH-AND-GO LANDING ON AN 80 FOOT WIDE, TURF AND GRAVEL RUNWAY. THE PLT STATED THAT HE MADE A NORMAL LNDING BUT DURING THE TAKEOFF THE ACFT LIFTED OFF THE GND THEN SETTLED BACK ON THE RWY. THE ACFT THEN SWERVED OFF THE LEFT SIDE OF THE RUNWAY AND STRUCK A DITCH.

Brief of Accident (Continued)

File No. - 1404

7/19/84

WORLEY, ID

A/C Reg. No. N150WA

Time (Lc1) - 1745 PDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

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) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1585 5/24/84 WEST CHICAGO, IL A/C Reg. No. N310AM Time (Lcl) - 1128 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED
Fire
NONE

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

Crew
Pass

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

Make/Model - CESSNA 310P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V0
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/015 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DUPAGE
Runway Ident - 28
Runway Lth/Wid - 4001/ 75
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 702
Last 24 Hrs - 2
Make/Model- 705
Last 30 Days- UNK/NR
Instrument- 140
Last 90 Days- 33
Multi-Eng - 702

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HEARD A LOUD NOISE DURING GEAR RETRACTION AND NOTED THAT THE NOSE GEAR COULD NOT BE EXTENDED. ATTEMPTS TO CORRECT THE SITUATION FAILED. ON THE APPROACH TO LAND HE PUT THE MIXTURE CONTROLS IN IDLE CUT OFF TO SLOW THE ACFT. THE ACFT STALLED AND LANDED 100 FT TO THE NE OF THE APPROACH END OF RWY 28.

Brief of Accident (Continued)

File No. - 1585

5/24/84

WEST CHICAGO, IL

A/C Reg. No. N310AM

Time (Lc1) - 1128 CDT

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

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - NOT CORRECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1554 6/15/84 ST. JOSEPH, IL A/C Reg. No. NONE Time (Lcl) - 2000 CDT

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

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

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

Make/Model - ULTRALIGHT FLIGHT INC. PHANTOM	Eng Make/Model - KAWASAKI TA 440A	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 440	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 35 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUSBOOM (PVT)
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	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 - UNK/NR
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PRACTICING POWER-OFF LANDINGS, DURING WHICH HE REPORTEDLY CUT-OFF THE ENGINE AT ABOUT 50 FT AGL. DURING THE 5TH LANDING OF THIS TYPE, THE ULTRALIGHT LOST SPEED, THEN ENTERED A DESCENT & TOUCHED DOWN HARD IN A NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 1554

6/15/84

ST. JOSEPH, IL

A/C Reg. No. NONE

Time (Lc1) - 2000 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

5. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1579 7/16/84 CHICAGO,IL A/C Reg. No. N464DA Time (Lcl) - 1055 CDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries			
Name of Carrier -DELTA AIRLINES, INC.	MINOR		Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	7
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	84
Accident Occurred During -TAKEOFF						

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

Make/Model - BOEING 727-200	Eng Make/Model - P&W JT8D-15	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 142000	Engine Type - TURBOJET	
No. of Seats - 154	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CHICAGO,IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	NEW ORLEANS,LA	O'HARE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6700
ME LAND	Months Since - 5	Make/Model- 2500
	Aircraft Type - 727	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 246
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE #2 WHEEL ASSEMBLY SEPARATED FROM THE ACFT DURING TAKEOFF ROLL. FLT WAS DIVERTED TO ATLANTA, GA, WHERE AN UNEVENTFUL LANDING WAS MADE. INSPECTION REVEALED THE AXLE FAILURE OCCURRED AS A RESULT OF FATIGUE CRACK PROPAGATION OF NUMEROUS PRIOR CRACKS IN THE LOWER SURFACE OF THE INNER BEARING JOURNAL.

Brief of Accident (Continued)

File No. - 1579

7/16/84

CHICAGO,IL

A/C Reg. No. N464DA

Time (Lc1) - 1055 CDT

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

Finding(s)

1. LANDING GEAR,MAIN GEAR - FATIGUE
2. LANDING GEAR,MAIN GEAR - FAILURE,PARTIAL
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1455 8/12/84 FREEPORT, IL A/C Reg. No. N1105X Time (Lcl) - 1900 CST

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

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

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

Make/Model - HUGHES 300/269C	Eng Make/Model - LYCOMING H10-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FREEPORT, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 4100 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE	SIMULATED FORCED LANDING	
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 - YES	Total - 367
SE LAND	Months Since - 1	Make/Model- 183
HELICOPTER	Aircraft Type - 269C	Instrument- 44
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 69
		Rotorcraft - 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS BEING USED TO GIVE SIGHT SEEING RIDES AT ALBERTUS AIRPORT. THE TWO PAX ONBOARD ASKED THE PLT TO PROVIDE AN EXCITING RIDE. THE PLT STATED THAT HE INTENDED TO DEMONSTRATE AN AUTOROTATION TO A CORN FIELD AND MAKE A PWR RECOVERY. AFTER FLARING AND APPLYING PWR THE A/C SETTLED INTO THE CORN. AS THE PLT WAS ATTEMPTING TO FLY OUT OF THE CROPS, THE AFT 2 FT OF THE TAIL BOOM AND THE TAILROTOR SEPARATED. HE LOST CONTROL AND THE HELICOPTER SPUN UNTIL IT COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1455

8/12/84

FREEPORT, IL

A/C Reg. No. N1105X

Time (Lc1) - 1900 CST

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

Finding(s)

1. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

Finding(s)

4. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
 5. ROTOR SYSTEM, TAIL ROTOR HUB - SEPARATION
 6. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION
-

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

Finding(s)

7. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1560 8/19/84 AURORA, IL A/C Reg. No. NONE Time (Lcl) - 1152 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
DESTROYED
Fire
NONE

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

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

Make/Model - QUICKSILVER MX
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 239
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- VARIABLE/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
AURORA, IL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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)
NONE

Age - 41
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 200	Last 24 Hrs	- UNK/NR
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING POWER-OFF, SIMULATED FORCED LANDING PATTERS OVER FARM FIELDS. DURING A TURN AT APRX 200 FT AGL, THE ULTRALIGHT DECELERATED TO A VERY SLOW SPEED & SUBSEQUENTLY STALLED. THE PLT WAS UNABLE TO RECOVER FROM THE STALL BEFORE THE ULTRALIGHT IMPACTED THE GROUND. THE WINDS WERE REPORTED TO BE GUSTING TO 15 KTS.

Brief of Accident (Continued)

File No. - 1560

8/19/84

AURORA, IL

A/C Reg. No. NONE

Time (Lc1) - 1152 CDT

Occurrence #1 . LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1587 8/30/84 HOPEDALE, IL A/C Reg. No. N76490 Time (Lc1) - 1731 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	0

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

Make/Model	- CESSNA 120	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 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- 310/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point DANVILLE, IL</p> <p>Destination ORWIG, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 23</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 532</p> <p>Make/Model- 269</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 19</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IN A CORN FIELD AFTER THE ENGINE QUIT. THE PLT SAID HE WAS OPERATING ON THE LEFT TANK AND WHEN THE ENGINE SPUTTERED HE REALIZED WHAT WAS WRONG AND EVEN THOUGH HE IMMEDIATELY SWITCHED TANKS THE ENGINE QUIT AND DID NOT RESTART. THE PLT WAS FLYING 500 FT AGL AND DID NOT HAVE MUCH TIME TO DO MORE THAN PICK A FIELD AND LAND.

Brief of Accident (Continued)

File No. - 1587

8/30/84

HOPEDALE, IL

A/C Reg. No. N76490

Time (Lc1) - 1731 CDT

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - CROP
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1592 5/05/84 HOBART, IN A/C Reg. No. N2959X Time (Lcl) - 1400 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 - CESSNA 177	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 - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 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 HOBART, IN</p> <p>Destination HOBART, IN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SKYRANCH</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3125/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 94</p> <p>Make/Model- 6</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FIGURED HE WAS HIGH AND HOT DURING LANDING SO HE SAID HE JUST PUSHED THE NOSE OVER AND FORCED THE ACFT ONTO THE RWY. THE ACFT HIT HARD ON THE NOSE GEAR AND BOUNCED. AFTER RECOVERY THE PLT FOUND THE NOSE GEAR TIRE FLAT AND TAXIIED OFF THE RWY INTO THE SOD WHERE THE ACFT NOSED DOWN DAMAGING THE PROP AND FIREWALL.

Brief of Accident (Continued)

File No. - 1592

5/05/84

HOBART, IN

A/C Reg. No. N2959X

Time (Lc1) - 1400 CDT

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

Finding(s)

1. LANDING GEAR, TIRE - OVERLOAD
2. AIRCRAFT HANDLING - EXCESSIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. LANDING GEAR, TIRE - FAILURE, TOTAL
5. FLARE - NOT UNDERSTOOD - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
8. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - SOFT

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1485 7/13/84 HENRYVILLE,IN A/C Reg. No. N6021B Time (Lcl) - 0745 EST

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

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

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

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-0470-L	ELT Installed/Activated - NO -N/A
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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEYMOUR,IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JEFFERSONVILLE,IN	Runway Ident - N/A
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 511
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 20
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT'S ANNUAL INSPECTION WAS THIRTEEN YEARS OVERDUE AND THE PILOT HAD NOT LOGGED ANY FLIGHT TIME INN ALMOST ONE YEAR. TWENTY EIGHT AIRWORTHINESS DIRECTIVES HAD NOT BEEN COMPLIED WITH. THE ENGINE QUIT SHORTLY AFTER TAKE OFF, WHEN THE MAGNETO COILS HEATED UP AND ARCED THRU LARGE CRACKS IN THE PLASTIC COATING. THIS MALFUNCTION WAS THE SUBJECT OF ONE OF THE AD'S. THE AIRCRAFT COLLIDED WITH UNMARKED HIGH TENSION POWERLINES AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1485

7/13/84

HENRYVILLE, IN

A/C Reg. No. N6021B

Time (Lc1) - 0745 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - PILOT IN COMMAND
3. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
4. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

6. IGNITION SYSTEM - FAILURE, TOTAL
7. IGNITION SYSTEM, MAGNETO - DETERIORATED
8. IGNITION SYSTEM, IGNITION COIL - CRACKED
9. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - WIRE, TRANSMISSION

Occurrence #4 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) 1,6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1412

7/16/84

MADISON, IN

A/C Reg. No. N1187B

Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A658F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 180/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MADISON MUN.
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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 665
Make/Model- 300
Instrument- 10
Multi-Eng - 3
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED AFTER THE ACCIDENT THAT HE PERFORMED A PREFLIGHT INSPECTION OF THE ACFT AND DID AN ENGINE RUN-UP BEFORE TAKEOFF. DURING CLIMBOUT, AT AN ALTITUDE OF 150 FEET THE PLT EXPERIENCED AN ENGINE FAILURE. AN EMERGENCY LANDING WAS MADE IN TREES. THE PLT STATED THAT HE USES A MIXTURE OF 100LL AND AUTOMOTIVE GRADE LOW LEAD FUEL. HE DRAINED APPROXIMATELY 4 GALLONS FROM THE ACFT AFTER THE ACCIDENT. THE PLT DOES NOT HAVE AN STC FOR THE FUEL. NO PREIMPACT PART MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1412

7/16/84

MADISON, IN

A/C Reg. No. N1187B

Time (Lc1) - 1700 EDT

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

Finding(s)
1. UNDETERMINED
2. FLUID, FUEL - IMPROPER

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)
3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1552 8/22/84 WESTFIELD, IN A/C Reg. No. NONE Time (Lcl) - 1832 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 103	NONE	Pass	0	1	0
Accident Occurred During -DESCENT			0	0	0
			0	0	0

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

Make/Model - PIONEER FLIGHTSTAR	Eng Make/Model - KAWASAKI TA440A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - UNK/NR	
No. of Seats - 1	Rated Power - 35 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WESTFIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500
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 - 21	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 50
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT DOVE INTO THE GROUND FROM ABOUT 100 FT AGL WHILE IN THE TRAFFIC PATTERN. THE PLT AT FIRST INTERVIEW SAID THE ENGINE QUIT. LATER, THE PLT'S FATHER SAID HE WAS TOLD BY THE PLT THAT THE VEHICLE JUST STALLED. WITNESSES HEARD THE ENGINE RUNNING AND POST-ACCIDENT EXAMINATION OF THE ENGINE REVEALED NO EVIDENCE OF ANYTHING WRONG WITH THE ENGINE.

Brief of Accident (Continued)

File No. - 1552

8/22/84

WESTFIELD, IN

A/C Reg. No. NONE

Time (Lc1) - 1832 EST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1488 8/26/84 MICHIGAN CITY, IN A/C Reg. No. N5983X Time (Lcl) - 1330 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BRANTLEY B-2
Landing Gear - SKID
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING VO-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 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- 240/005 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
LA PORTE, IN
Destination
MICHIGAN CITY, IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MICHIGAN CITY
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 - STRAIGHT-IN
FORCED LANDING

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 529 Last 24 Hrs - 2
Make/Model- 116 Last 30 Days- UNK/NR
Instrument- 10 Last 90 Days- 22
Rotorcraft - 118

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE QUIT AS A RESULT OF FUEL EXHAUSTION. TWENTY OUNCES OF FUEL REMAINED IN THE TANK. THE PILOT STATED HE WAS FLYING ON THE AIRCRAFT'S FUEL GAGE WHICH INDICATED THREE EIGHTS OF A TANK REMAINED. AN AUTOROTATION WAS INITIATED, BUT THE LANDING SKID CAUGHT ON FARM EQUIPMENT AND THE HELICOPTER ROLLED OVER ON LANDING.

Brief of Accident (Continued)

File No. - 1488

8/26/84

MICHIGAN CITY, IN

A/C Reg. No. N5983X

Time (Lc1) - 1330 EST

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1484

9/02/84

NEW POINT, IN

A/C Reg. No. N82926

Time (Lc1) - 1630 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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- 220/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARRISON, OH
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

PUTTMANN
Runway Ident - 27
Runway Lth/Wid - 2570/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	91
Last 24 Hrs	2
Make/Model-	4
Last 30 Days-	UNK/NR
Instrument-	2
Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A CROSSWIND LANDING ON A NARROW RUNWAY BORDERED BY A CORN CROP ON BOTH SIDES, THE ACFT ROLLED INTO AN AREA WHERE THE X-WIND WAS BLOCKED BY THE CORN. THE PLT FAILED TO MAINTAIN DIRECTIONAL CONTROL, CAUGHT A WING TIP IN THE HIGH CORN AND VERRED OFF THE RWY.

Brief of Accident (Continued)

File No. - 1484

9/02/84

NEW POINT, IN

A/C Reg. No. N82926

Time (Lc1) - 1630 EST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1562	6/28/84	CARROLLTON, KY	A/C Reg. No. NONE	Time (Lcl) - 1910 EDT
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-----Basic Information-----

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

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

Make/Model - HUMER UNKNOWN	Eng Make/Model - CHAPALLAL UNKNOWN	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 370	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 22 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PVT AIRSTRIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 300 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT TOOK OFF FROM AN AIRSTRIP AND CLIMBED TO ABOUT 100 FT AGL. AT THIS POINT THE OPERATOR TURNED TO THE LEFT AND A WITNESS NOTICED THE WINGS ROCKING UNTIL A RIGHT TURN WAS ESTABLISHED. THIS TURN CONTINUED UNTIL THE VEHICLE HIT THE GROUND. THE ENGINE WAS HEARD RUNNING THE ENTIRE TIME. A POST ACCIDENT EXAMINATION REVEALED NO MALFUNCTIONS OR FAILURES IN EQUIPMENT. AN EXAM OF THE PLT'S REMAINS REVEALED NOTHING EXCEPT A BLOOD-ALCOHOL RANGE OF 0.04%.

Brief of Accident (Continued)

File No. - 1562

6/28/84

CARROLLTON, KY

A/C Reg. No. NONE

Time (Lc1) - 1910 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1545

9/05/84

SOMERSET,KY

A/C Reg. No. N4825T

Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - 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 - 2050

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 020/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SOMERSET,KY

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

SUMERSET-PULASKI CO

Runway Ident - 22

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Age - 26

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 12

Last 24 Hrs - 2

Months Since - N/A

Make/Model- 12

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING A X-WIND LANDING THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY CONTACTING A WIND SOCK TOWER WITH THE LEFT WING. THE PLT REPORTED THE AIRSPEED ON FINAL WAS EXCESSIVE AND AN OVER COMPENSATION WAS MADE FOR THE X-WIND DURING THE LANDING. THE PLT REPORTED THE LOCAL WINDS WERE FROM 250 DEGS AT 10 KTS GUSTING TO 15 KTS.

Brief of Accident (Continued)

File No. - 1545

9/05/84

SOMERSET, KY

A/C Reg. No. N4825T

Time (Lc1) - 1800 EDT

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - DISREGARDED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - AIRPORT FACILITY

-----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) 2,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1424 5/17/84 NEW ROADS, LA A/C Reg. No. N2130J Time (Lcl) - 1920 CDT

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	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	FALSE RIVER
Wind Dir/Speed- 220/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT INSTRUCTOR STATED THAT THE 17 HR STUDENT PLT WAS ON A SUPERVISED SOLO FLT WHEN THE ACCIDENT OCCURRED. THE STUDENT WAS LANDING ON RWY 18 WITH A WIND FROM 220 DEGREES AT 6 KTS. THE STUDENT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND THE ACFT TRAVELED OFF THE RWY, COLLIDING WITH A FENCE AND A DITCH.

Brief of Accident (Continued)

File No. - 1424

5/17/84

NEW ROADS, LA

A/C Reg. No. N2130J

Time (Lc1) - 1920 CDT

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

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
7. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1423 5/26/84 KINDER, LA A/C Reg. No. N9693 Time (Lc1) - 1730 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL				
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries 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 - GRUMMAN G-164A	Eng Make/Model - P&W R1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 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	KINDER, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		
	FORCED LANDING	

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 16770
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 14250
	Aircraft Type - UNK/NR	Instrument- 35
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 335

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED AFTER THE ACCIDENT THAT HE WAS DISPENSING FERTILIZER AND HAD JUST FLOWN THROUGH A HEAVY RAIN SHOWER WHEN THE ENGINE BEGAN TO LOSE POWER. A FORCED LANDING WAS MADE IN A FLOODED RICE FIELD AND THE ACFT NOSED OVER. THE PILOT STATED THAT HE WAS SURE THE MAGNETOS GOT WET IN THE RAIN SHOWER AND PARTIALLY SHORTED OUT.

Brief of Accident (Continued)

File No. - 1423

5/26/84

KINDER,LA

A/C Reg. No. N9693

Time (Lcl) - 1730 CDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. IGNITION SYSTEM,MAGNETO - SHORTED
3. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1444 3/15/84 FITCHBURG, MA A/C Reg. No. N2773U Time (Lcl) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
MINOR
Fire
NONE

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

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

Make/Model - CESSNA 172D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
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
GLENS FALLS, NY
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FITCHBURG
Runway Ident - 32
Runway Lth/Wid - 4508/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 17
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 28 Last 24 Hrs - 0
Make/Model- 28 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF N45945 STATED THAT UPON ENTERING DOWNWIND FOR RWY 32 SHE REPORTED HER POSITION ON UNICOM, BUT DID NOT RECEIVE A REPLY. SHE CONTINUED HER APPROACH FAILING TO REPORT BASE AND FINAL POSITIONS. AT APRX 500 FT ON FINAL APCH SHE FELT THE ACFT BUFFET AND CAUGHT A GLIMPSE OF SOMETHING OUT OF THE CORNER OF HER LEFT EYE. SHE CONTINUED AND LANDED WITHOUT INCIDENT. THE PLT OF N2773U STATED THAT HE CALLED ON 122.8 PRIOR TO ENTERING THE PATTERN AT THE ARPT. HE USED THE WRONG UNICOM FREQ AND DID NOT GET A REPLY. HE CONTINUED TO THE ARPT AND OBSERVED THE WINDSOCK INDICATING RWY 32 WAS BEST. HE ENTERED DOWNWIND AND REPORTED HIS POSITION ON THE WRONG FREQ. AFTER TURNING FINAL HE FELT A BUMP IN THE ACFT & SAW ANOTHER ACFT TO HIS UPPER RT. HE BROKE OFF HIS APCH AND REENTERED THE PATTERN LANDING WITHOUT FURTHER INCIDENT. IT WAS NOT DETERMINED THAT THE ACFT COLLIDED UNTIL APRIL 11, 1984 WHEN TIRE MARKS AND RT WING DAMAGE WAS FOUND ON N2773U DURING AN INSPECTION. N45945 WAS NOT DAMAGED.

Brief of Accident (Continued)

File No. - 1444

3/15/84

FITCHBURG, MA

A/C Reg. No. N2773U

Time (Lc1) - 1230 EST

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1444

3/15/84

FITCHBURG, MA

A/C Reg. No. N45945

Time (Lcl) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

NONE

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 -APPROACH

Other

0

0

0

1

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-I2C

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

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

NORFOLK, MA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FITCHBURG

Runway Ident - 32

Runway Lth/Wid - 4508/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 63

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 198

Make/Model- 198

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF N45945 STATED THAT UPON ENTERING DOWNWIND FOR RWY 32 SHE REPORTED HER POSITION ON UNICOM BUT DID NOT RECEIVE A REPLY. SHE CONTINUED HER APPROACH FAILING TO REPORT BASE AND FINAL POSITIONS. AT APRX 500 FT ON FINAL APCH SHE FELT THE AIRCRAFT BUFFET AND CAUGHT A GLIMPSE OF SOMETHING OUT OF THE CORNER OF HER LEFT EYE. SHE CONTINUED AND LANDED WITHOUT INCIDENT. THE PLT OF N2773U STATED THAT HE CALLED ON 122.8 PRIOR TO ENTERING THE PATTERN AT THE ARPT. HE USED THE WRONG UNICOM FREQ AND DID NOT GET A REPLY. HE CONTINUED TO THE ARPT AND OBSERVED THE WINDSOCK INDICATING RWY 32 WAS BEST. HE ENTERED DOWNWIND AND REPORTED HIS POSITION, AGAIN ON THE WRONG FREQ. AFTER TURNING FINAL HE FELT A BUMP IN THE ACFT & SAW ANOTHER ACFT TO HIS UPPER RT. HE BROKE OFF HIS APCH AND REENTERED THE PATTERN, LANDING WITHOUT INCIDENT. IT WAS NOT DETERMINED THAT THE ACFT HAD COLLIDED UNTIL APRIL 11, 1984 WHEN TIRE MARKS AND RT WING DAMAGE WAS FOUND ON N2773U DURING AN INSPECTION. N45945 WAS NOT DAMAGED.

Brief of Accident (Continued)

File No. - 1444

3/15/84

FITCHBURG, MA

A/C Reg. No. N45945

Time (Lc1) - 1230 EST

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. RADIO COMMUNICATIONS - IMPROPER - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1442 5/11/84 SPENCER,MA A/C Reg. No. N9220 Time (Lcl) - 1000 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - ENSTROM F-28A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-C1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 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
SPENCER,MA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ANDREWS
Runway Ident - 19
Runway Lth/Wid - 1700/ 100
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 21

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

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

Total - 365

Make/Model- 32

Instrument- 9

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 30

Rotorcraft - 188

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE PURPOSE OF THE FLT WAS TO PRACTICE AUTOROTATIONS. DURING PRACTICE, THE ACFT TOUCHED DOWN HARD & WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1442

5/11/84

SPENCER,MA

A/C Reg. No. N9220

Time (Lcl) - 1000 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1529

5/21/84

CHATHAM,MA

A/C Reg. No. N9075H

Time (Lcl) - 1730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	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 - 1750
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 - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed-
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
CHATHAM,MA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STOP AND GO

Airport Proximity
ON AIRPORT

Airport Data
CHATHAM

Runway Ident - 24
Runway Lth/Wid - 3000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 23
Make/Model- 5
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

DIRECTIONAL CONTROL WAS LOST DURING THE TAKEOFF GROUND ROLL WITH A SLIGHT QUARTERING TAILWIND. POWER WAS REDUCED BUT THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY WHERE IT COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 1529

5/21/84

CHATHAM,MA

A/C Reg. No. N9075H

Time (Lc1) - 1730 EDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1491 5/26/84 PEPPERELL, MA A/C Reg. No. N245JD Time (Lc1) - 1330 EDT

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

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

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

Make/Model	- ROLLADEN-SCHNEIDER LS-4A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- N/A	Stall Warning System	- NO	
Max Gross Wt	- 1500	Engine Type	- N/A			
No. of Seats	- 1	Rated Power	- N/A			

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 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 - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PEPPERELL, MA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>PEPPERELL</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
---	--	---

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

Pilot-In-Command	Age - 52	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 280
NONE	Months Since - 32	Make/Model- 79
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS ATTEMPTING A TOW-LAUNCH WHEN THE RIGHT WING TIP STRUCK A CLUMP OF HIGH GRASS. THE GLIDER YAWED RIGHT AND COLLIDED WITH THE ASPHALT RWY, BREAKING THE FUSELAGE AND COLLAPSING THE LANDING GEAR. THE PILOT STATED THAT THE GRASS WAS TOO HIGH FOR A LOW WING SAILPLANE.

Brief of Accident (Continued)

File No. - 1491

5/26/84

PEPPERELL, MA

A/C Reg. No. N245JD

Time (Lcl) - 1330 EDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. -- 1527 5/27/84 STOW,MA A/C Reg. No. N5887G Time (Lcl) - 1930 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

----Aircraft Information----

Make/Model - CESSNA C150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
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 - 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
STOW,MA
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 - DIRT
Runway Status - HIGH VEGETATION

----Personnel Information----

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

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

Total	- 1200	Last 24 Hrs	- UNK/NR
Make/Model	- 1200	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 10

Instrument Rating(s) - NONE

----Narrative----

DURING THE INITIAL TAKEOFF CLIMB AT ABOUT 400 FT AGL THE ACFT EXPERIENCED A LOSS OF POWER. DURING THE EMERGENCY DESCENT THE ENG RESTARTED AND RAN FOR APRX 30 SECONDS BEFORE QUITTING AGAIN. THE PLT PERFORMED A FORCED LANDING INTO THE PINE TREES BELOW.

Brief of Accident (Continued)

File No. - 1527

5/27/84

STOW,MA

A/C Reg. No. N5887G

Time (Lcl) - 1930 EDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1533 4/22/84 GATHERSBURG, MD A/C Reg. No. N84400 Time (Lcl) - 2337 EST

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

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

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	MORRISTOWN, NJ			
Completeness	- PARTIAL, LMTD BY PILOT	Destination		Airport Data	
Basic Weather	- VMC	FREDERICK, MD		MONTGOMERY CO. AIRPARK	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- N/A
Visibility	- 4.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Surface	- DIRT
Lowest Ceiling	- 1000 FT OVERCAST	Type Apch/Lndg	- ADF/NDB	Runway Status	- N/A
Obstructions to Vision	- HAZE		FORCED LANDING		
Precipitation	- DRIZZLE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 916	Last 24 Hrs - 2
SE LAND	Months Since - 7	Make/Model - 650	Last 30 Days - 14
	Aircraft Type - PA-28	Instrument - 178	Last 90 Days - 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A SECOND ATTEMPT TO INTERCEPT THE LOC ON THE ILS 23 APCH AT FREDERICK, MD, THE PLT REPORTED A LOW FUEL CONDITION TO BALTIMORE ATC. AT THIS TIME ATC SUGGESTED THE PLT FLY TO EITHER BALTIMORE (34 MILES SE) OR TO DULLES (25 MILES SW) FOR AN APCH. A HEADING OF 090 DEGS WAS ISSUED FOR BALTIMORE. THE PLT THEN STATED TO ATC THAT ONE OF THE FUEL TANKS WAS EMPTY AT WHICH TIME VECTORS WERE ISSUED FOR THE NDB-A APCH AT MONTGOMERY COUNTY AIRPARK, GAITHERSBURG, MD. WHEN 3 1/2 MILES NNE OF THE ARPT, THE PLT REPORTED A TOTAL LOSS OF POWER. THE TIME PERIOD BETWEEN THE PLTS FIRST LOW FUEL REPORT TO ATC AND THE LOSS OF POWER REPORT WAS 19 MINUTES. THE ACFT CRASHED IN A RESIDENTIAL AREA 2 1/2 MILES NNW OF THE ARPT.

Brief of Accident (Continued)

File No. - 1533

4/22/84

GATHERSBURG, MD

A/C Reg. No. N84400

Time (Lc1) - 2337 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. WEATHER CONDITION - LOW CEILING
-

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

Finding(s)

5. TERRAIN CONDITION - GROUND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1433 7/03/84 ELKTON, MD A/C Reg. No. NONE Time (Lcl) - 2010 EDT

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

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

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

Make/Model - EIPPER QUICKSILVER MX	Eng Make/Model - ROTAX 377	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 34 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	Destination	Airport Data
Completeness - N/A	LOCAL	RAINTREE
Basic Weather - VMC	ATC/Airspace	Runway Ident - 32
Wind Dir/Speed- 220/006 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 75
Visibility - 8.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- 19
		Instrument- 0
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT PILOT HAD BEEN PRACTICING MANEUVERS THAT WERE DESCRIBED AS WHIP STALLS WHICH WERE NOT TAUGHT OR AUTHORIZED BECAUSE OF THE EXCESSIVE 'G' FORCES IMPOSED. AN INSTRUCTOR CHECKED HIS MACHINE AND WARNED HIM OF THE DANGERS ON THE DAY OF THE ACCIDENT. THE PLT SAID HE UNDERSTOOD AND WOULD 'WATCH IT'. LATER THAT DAY HE PRACTICED SIMILAR MANEUVERS AGAIN AND THE LEFT WING FOLDED FROM NEGATIVE G FORCES. THIS MACHINE IS LIMITED TO 3 NEGATIVE "G'S". THE VEHICLE FELL FROM ABOUT 350 FT IN A VERTICAL UNCONTROLLED DESCENT AFTER THE WING FAILED.

Brief of Accident (Continued)

File No. - 1433

7/03/84

ELKTON, MD

A/C Reg. No. NONE

Time (Lcl) - 2010 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. WING - FAILURE, TOTAL
5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 1,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1454 3/20/84 ST. IGNACE, MI A/C Reg. No. N4343X Time (Lcl) - 2345 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- 070/007 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 400 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
ST. IGNACE, MI

Destination
MACKINAC ISLAND, MI

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MACKINAC COUNTY

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 - 29

Biennial Flight Review

Current - YES

Months Since - 6

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 - 1

Last 30 Days- UNK/NR

Last 90 Days- 250

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INITIATED FLIGHT INTO ADVERSE WX CONDITIONS IN ORDER TO PICK UP A HEART ATTACK VICTIM. THE PILOT ENCOUNTERED FOG & IN AN ATTEMPT TO RETURN TO HIS DEPARTURE POINT, COLLIDED WITH THE FROZEN LAKE.

Brief of Accident (Continued)

File No. - 1454

3/20/84

ST. IGNACE, MI

A/C Reg. No. N4343X

Time (Lc1) - 2345 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. WEATHER CONDITION - FOG
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1453 3/21/84 ST. IGNACE, MI A/C Reg. No. N4354J Time (Lcl) - 0058 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF - INITIAL CLIMB					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST. IGNACE, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	MACKINAC COUNTY
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 400 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND, ME SEA	Months Since - 13	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF INTO ADVERSE WX CONDITIONS & FAILED TO ATTAIN SUFFICIENT ALTITUDE TO CLEAR TREES. THE PURPOSE OF THE FLIGHT WAS TO SEARCH FOR A MISSING ACFT.

Brief of Accident (Continued)

File No. - 1453

3/21/84

ST. IGNACE, MI

A/C Reg. No. N4354J

Time (Lcl) - 0058 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1580 6/15/84 LAKE ORION,MI A/C Reg. No. N37643 Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	0	1

-----Aircraft Information-----

Make/Model - BARNES AX-7B
Landing Gear - N/A
Max Gross Wt - 600
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 - 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- 120/006 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
LAKE ORION,MI
Destination
LAKE ORION,MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
NONE
FREE BALLOON

Age 35
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 497	Last 24 Hrs	- UNK/NR
Make/Model-	497	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

A 74 YEAR OLD PASSENGER IN A BALLOON LOST HER FOOTING DURING LANDING AND FELL ON HER ARM. LATER EXAMINATION REVEALED THAT HER ARM WAS BROKEN. THE PLT AND ANOTHER PASSENGER WERE NOT INJURED. THE PLT REPORTED THAT THE PASSENGERS HAD BEEN BRIEFED ON LANDING AND HOW TO PREPARE THEMSELVES FOR THE EVENT.

Brief of Accident (Continued)

File No. - 1580

6/15/84

LAKE ORION,MI

A/C Reg. No. N37643

Time (Lcl) - 2030 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PASSENGER BRIEFING - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (OTHER ORGANIC PROBLEM) - OTHER PERSONNEL
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER

-----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. - 1469 7/28/84 LUDINGTON, MI A/C Reg. No. NONE Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - COLLINS FISHER FP-202	Eng Make/Model - KAWASAKI 440-A2	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 40 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MASON COUNTY
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Ident - 60
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 803
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRA-LIGHT WAS CONSTRUCTED BY THE PILOT AND TWO OTHER PERSONS. THIS GROUP HAD NO PREVIOUS EXPERIENCE IN AIRCRAFT CONSTRUCTION. THIS WAS THE THIRD KNOWN FLIGHT FOR THIS AIRCRAFT. IT HAD BEEN FLOWN TWO DAYS PRIOR TO THE ACCIDENT AND AN ADJUSTMENT TO THE AILERONS HAD BEEN MADE. THE PILOT WAS IN A TURN FROM BASE TO FINAL WHEN HE STARTED TO LOOSE ALTITUDE. WHEN HE ADDED POWER THE NOSE STARTED UP THEN THE RIGHT WING SEPARATED. EXAMINATION OF THE WRECKAGE REVEALED THAT SCRAP HOUSE PANELING WAS USED IN THE CONSTRUCTION OF THIS VEHICLE. ALSO SEVERAL GLUE JOINTS PULLED APART WITHOUT SPLINTERING THE CONTACTING SURFACES.

Brief of Accident (Continued)

File No. - 1469

7/28/84

LUDINGTON,MI

A/C Reg. No. NONE

Time (Lc1) - 1200 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. WING, SPAR - FAILURE, TOTAL
2. MAINTENANCE, MAJOR ALTERATION - INADEQUATE - MANUFACTURER
3. MATERIAL INADEQUATE - OTHER PERSONNEL

-----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. - 1582

6/17/84

GOODRIDGE, MN

A/C Reg. No. N5883R

Time (Lc1) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 270/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 200
Make/Model - 200
Instrument - 0
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FORCED TO LAND IN A FARM PASTURE AFTER THE ENGINE LOST POWER. POST ACCIDENT EXAMINATION OF THE ACFT REVEALED THAT THE CARBURETOR HEAT CONTROL WAS OFF. THE RIGHT MAGNETO WAS FOUND TO BE VERY WEAK. A SPARK COULD ONLY BE PRODUCED AT HIGH RPM. THE SPARK PLUGS SHOWED EVIDENCE OF OPERATING FOR A TIME WITH AN OVERLY RICH MIXTURE.

Brief of Accident (Continued)

File No. - 1582

6/17/84

GOODRIDGE, MN

A/C Reg. No. N5883R

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL
5. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1565 6/30/84 MINNEAPOLIS,MN A/C Reg. No. N373JH Time (Lc1) - 1449 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation -PERSONAL	NONE	Pass	0	1	0
Flight Conducted Under -14 CFR 91			0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HOWARD E. LEE RUTAN LONG EZ	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FLYING CLOUD,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALEXANDRIA,MN	FLYING CLOUD
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3599/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 450
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 21
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CLAIMED A LOSS OF POWER DURING TAKEOFF. HE TURNED AND ATTEMPTED A LANDING ON THE ARPT. THE RWY WAS OVERRUN AND THE ACFT STOPPED IN A WHEAT FIELD. POST ACCIDENT EXAMINATION OF THE ENGINE REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 1565

6/30/84

MINNEAPOLIS, MN

A/C Reg. No. N373JH

Time (Lcl) - 1449 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1402 8/18/84 RICE,MN A/C Reg. No. N600T Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION				
Flight Conducted Under	-14 CFR.137	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3725
No. of Seats - 1

Eng Make/Model - P&W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

PRAIRIE FARM
Runway Ident - 18
Runway Lth/Wid - 2000/ 80
Runway Surface - GRASS/TURF
Runway Status - DRY
SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

Age - 40

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7255	Last 24 Hrs	- 0
Make/Model-	350	Last 30 Days-	UNK/NR
Instrument-	80	Last 90 Days-	355
Multi-Eng -	250		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT STATED THAT DURING THE TAKEOFF ROLL THE ACFT SUDDENLY BEGAN TO PULL TO THE LEFT. THE PILOT REDUCED POWER AND APPLIED RIGHT BRAKE AND RUDDER TO CORRECT BUT THE LEFT WING STRUCK CORN STALKS. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED THE LEFT TIRE WAS FLAT DUE TO A FAULTY VALVE STEM.

Brief of Accident (Continued)

File No. - 1402

8/18/84

RICE,MN

A/C Reg. No. N600T

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,TIRE - FAILURE,TOTAL
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1468

9/16/84

MANKATO, MN

A/C Reg. No. NONE

Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 103				
Accident Occurred During	-TAKEOFF				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - REICHER FP-101
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

Eng Make/Model - CUYUNA UL-202
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MANKATO MUNICIPAL
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)
NONE

Age - UNK/NR

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 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 PILOT OF THE ULTRA-LIGHT STATED THAT HE MADE A TAKE-OFF AND CLIMBED TO ABOUT 30 FT THEN ATTEMPTED A RIGHT TURN. HE SAID THE AIRCRAFT STALLED AND CRASHED INTO THE SOYBEAN FIELD FIELD. THE PILOT REPORTED 12 PREVIOUS FLIGHTS BUT NO PILOTS CERTIFICATE.

Brief of Accident (Continued)

File No. - 1468

9/16/84

MANKATO, MN

A/C Reg. No. NONE

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1478 9/06/84 GRAIN VALLEY, MO A/C Reg. No. N21489 Time (Lcl) - 1530 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 230/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">CEDAR RAPIDS, IA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">EAST KANSAS CITY</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 2265/ 25</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 10</p> <p style="padding-left: 20px;">Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 714</p> <p style="padding-left: 20px;">Make/Model- 154</p> <p style="padding-left: 20px;">Instrument- 52</p> <p style="padding-left: 20px;">Multi-Eng - 15</p> <p style="padding-left: 20px;">Last 24 Hrs - 2</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 14</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LANDING GSAR COLLAPSED AS A RESULT OF A HARD LANDING IN GUSTY WIND CONDITIONS. ALTHOUGH THE AIRPORT WIND SOCK WAS TATTERED, SUFFICIENT WIND INFORMATION WAS AVAILABLE FROM FSS AND UNICOM TO ALERT THE PILOT TO THE NEED FOR COMPENSATION ON APPROACH. THE NEAREST WX REPORTING STATION, 18 NM SW, REPORTED WINDS FROM 230 DEG AT 15 KTS GUSTING TO 26 KTS. THE FBO OPERATOR AT THE AIRPORT STATED WINDS WERE FROM 200 DEG WITH GUSTS TO 30 KTS.

Brief of Accident (Continued)

File No. - 1478

9/06/84

GRAIN VALLEY, MO

A/C Reg. No. N21489

Time (Lc1) - 1530 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INFORMATION UNCLEAR - PILOT IN COMMAND
4. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - FAILURE, PARTIAL

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,7

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. - 1538 9/10/84 CHESTERFIELD,MO A/C Reg. No. N45AJ Time (Lcl) - 2050 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-ST.LOUIS FLIGHT SYSTEMS,I	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0	0

-----Aircraft Information-----

Make/Model	- GATES LEAR JET LR-24D	Eng Make/Model	- G.ELECTRIC CJ610-6	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13500	Engine Type	- TURBOJET		
No. of Seats	- 2	Rated Power	- 2950 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DETROIT,MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CHESTERFIELD,MO	SPIRIT OF ST. LOUIS
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6008/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3350
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - LR-24	Make/Model- 3000
		Instrument- 413
		Multi-Eng - 3000
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED IN A THUNDERSTORM WITH A 16 KT LEFT QUARTERING TAILWIND. THE PLT WAS AWARE OF AN AREA ON THE RWY WHICH TENDED TO COLLECT WATER BUT DUE TO HEAVY PRECIPITATION THIS AREA COULD NOT BE VIEWED FROM THE COCKPIT. THE LEFT MAIN GEAR HYDROPLANED AS IT CONTACTED THIS AREA DURING THE LANDING ROLL RESULTING IN A 90 DEG RIGHT TURN. THE ACFT DEPARTED THE RIGHT SIDE OF THE RWY TRAVELING INTO ROUGH TERRAIN AT WHICH TIME THE LEFT MAIN GEAR PUNCTURED THE WING. HYDROPLANE MARKS WERE VISIBLE ON BOTH LEFT MAIN GEAR TIRES AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1538

9/10/84

CHESTERFIELD,MO

A/C Reg. No. N45AJ

Time (Lcl) - 2050 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER
8. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN
10. LANDING GEAR,MAIN GEAR - OVERLOAD
11. WING - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1446

7/06/84

GLEN ALLEN, MS

A/C Reg. No. N2803J

Time (Lcl) - 1900 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

1

0

0

Accident Occurred During -MANEUVERING

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA T188C

Eng Make/Model - CONTINENTAL TS10-520-T

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 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

GLEN ALLEN, MS

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- 250/004 KTS

ATC/Airspace

Runway Ident - N/A

Visibility - 10.0 SM

Type of Flight Plan - NONE

Runway Lth/Wid - N/A

Lowest Sky/Clouds - CLEAR

Type of Clearance - NONE

Runway Surface - N/A

Lowest Ceiling - NONE

Type Apch/Lndg -

Runway Status - N/A

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

-----Personnel Information-----

Pilot-In-Command

Age - 36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 6000

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 1

Make/Model- UNK/NR

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - PA-28

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT STATED THAT WHILE DOING AERIAL APPLICATIONS AND FLYING INTO THE SUN HE FAILED TO SEE A TREE AND COLLIDED WITH IT. THE PILOT WAS NOT WEARING SUNGLASSES NOR WAS THE AIRCRAFT EQUIPPED WITH SUN SHADING DEVICES.

Brief of Accident (Continued)

File No. - 1446

7/06/84

GLEN ALLEN,MS

A/C Reg. No. N2803J

Time (Lc1) - 1900 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1435 7/19/84 CRENSHAW,MS A/C Reg. No. N9112R Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	CRENSHAW,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AG STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1200
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ACKNOWLEDGED THAT HE ATTEMPTED TO TAKE OFF ON AN AERIAL APPLICATION FLT WITH THE ACFT LOADED ABOVE ITS MAXIMUM CERTIFICATED GROSS WEIGHT. HE STATED THAT HE HAD PREVIOUSLY FLOWN WITH CHEMICAL LOADS & HAD NOT ENCOUNTERED PROBLEMS TAKING OFF. PRIOR TO THIS FLT, HOWEVER, A CHEMICAL WITH GREATER DENSITY (WEIGHT/VOLUME), WAS LOADED ABOARD THE ACFT. ACCORDING TO THE PILOT, HE HAD NOT CONSIDERED THE ADDED WEIGHT WHEN THE ACFT WAS LOADED. DURING THE ATTEMPTED TAKEOFF, THE ACFT WOULD NOT BECOME AIRBORNE. IT OVERRAN THE END OF THE 2650 FT LONG RWY & COLLIDED WITH THE TERRAIN. •

Brief of Accident (Continued)

File No. - 1435

7/19/84

CRENSHAW,MS

A/C Reg. No. N9112R

Time (Lc1) - 1600 CDT

Occurrence OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE - EXCEEDED
4. LIFT-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) 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. - 1494

8/06/84

LIBERTY, NC

A/C Reg. No. N9549T

Time (Lcl) - 0850 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-38-112

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 112 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 4.000 SM

Lowest Sky/Clouds - 3000 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

Airport Proximity

ON AIRPORT

Airport Data

CAUSEY

Runway Ident - 02

Runway Lth/Wid - 2500/ 30

Runway Surface - UNK/NR

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - SIMULATED 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 - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 825

Make/Model- 50

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 133

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT RETARTED THE THROTTLE TO SIMULATE AN ENGINE FAILURE ON DOWNWIND AT 800 FT AGL AFTER HIS STUDENT HAD COMPLETED A TOUCH AND GO LANDING. THE CFI THEN TURNED TO LAND IN THE DIRECTION OPPOSITE THE LAST TAKEOFF, BUT WAS UNABLE TO ACHIEVE PROPER ALIGNMENT WITH THE RWY. A GO-AROUND WAS DELAYED & THE ACFT COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1494

8/06/84

LIBERTY, NC

A/C Reg. No. N9549T

Time (Lc1) - 0850 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND(CFI)
4. GO-AROUND - CONFLICTING - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 1451 9/08/84 SHERRILLS FORD, NC A/C Reg. No. NONE Time (Lcl) - 1849 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - ROTEC RALLEY 2B
Landing Gear - FLOAT
Max Gross Wt - 460
No. of Seats - 1

Eng Make/Model - CUYUNA TWO CYCLE
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 35 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 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 - 60
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 620	Last 24 Hrs	- UNK/NR
Make/Model-	4	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 FLYING OVER THE LAKE AT ABOUT 100 FT AGL WHEN THE ENGINE BEGAN TO CUT OUT. THE PLT HAD REPORTEDLY SAID TO A FRIEND BEFORE TAKEOFF THAT THE ENGINE MAY NOT BE RIGHT BUT HE FLEW IT ANYWAY. THE ULTRALIGHT HAD BEEN FLOWN BY THE PLT 3 HOURS WITHOUT THE FLOATS. THE FLOATS HAD BEEN USED IN ONLY ONE PRIOR FLT AND WERE INSTALLED ON THE ACCIDENT DAY. THE MACHINE HAD JUST TAKEN OFF FROM THE LAKE SHORTLY BEFORE THE ACCIDENT. AFTER THE ENGINE CUT OUT, THE ACFT WAS OBSERVED TO NOSE DOWN AND CRASH.

Brief of Accident (Continued)

File No. - 1451

9/08/84

SHERRILLS FORD, NC

A/C Reg. No. NONE

Time (Lc1) - 1849 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

3. WEATHER CONDITION - UNFAVORABLE WIND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

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. - 1434

9/08/84

KANNAPOLIS, NC

A/C Reg. No. N7198E

Time (Lcl) - 0715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHARLESTON, WV
Destination
WILKESBORO, NC

Airport Proximity
ON AIRSTRIP

Airport Data

ENOCHVILLE AIRPORT
Runway Ident - 09
Runway Lth/Wid - 1800/ 100
Runway Surface - GRASS/TURF
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND
HELICOPTER

Age - 42

Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 10150	Last 24 Hrs - UNK/NR
Make/Model-	280	Last 30 Days- UNK/NR
Instrument-	425	Last 90 Days- UNK/NR
Multi-Eng -	8000	Rotorcraft - 150

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT BECAUSE OF GRND FOG IN WILKESBORO, NC, HE DIVERTED TO KANNAPOLIS, NC. UPON ARRIVING OVER ENOCHVILLE AIRPORT, HE OBSERVED THAT GRND FOG WAS PRESENT ON THE LAKE WHICH IS LOCATED ADJACENT TO THE ARPT. DUE TO THE FOG, THE PLT ELECTED TO LAND IN AN EASTERLY DIRECTION TOWARD THE LAKE. ACCORDING TO THE PLT, THE GRASS RWY WAS WET. AFTER TOUCHDOWN & EXPERIENCING "NO BRAKING ACTION" THE PLT ADDED PWR TO GO-AROUND. THE ACFT OVERRAN THE END OF THE 1800 FT LONG RWY, WHICH WAS SLOPED DOWNWARD FOR ITS LAST 300 FT & FAILED TO BECOME AIRBORNE. THEREAFTER, THE ACFT ROLLED INTO THE LAKE & SANK IN 25 FT OF WATER.

Brief of Accident (Continued)

File No. - 1434

9/08/84

KANNAPOLIS, NC

A/C Reg. No. N7198E

Time (Lc1) - 0715 EDT

Occurrence #1 OVERRUN

Phase of Operation LANDING - ROLL

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 2. TERRAIN CONDITION - DOWNHILL
 3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1513

6/13/84

KINDRED,ND

A/C Reg. No. N10247

Time (Lcl) - 1840 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 -MANEUVERING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164

Eng Make/Model - P&W R-985-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2900

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- 045/003 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

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

KINDRED

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Age - 24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - NO

Total - 1486

Last 24 Hrs - 10

SE LAND,ME LAND

Months Since - 1

Make/Model- 1270

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 60

Multi-Eng - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE QUIT ON THE FIRST SWATH RUN AFTER A CARBURETOR CHANGE. SUBSTANTIAL DAMAGE RESULTED FROM THE FORCED LANDING. SUBSEQUENT EXAMINATION OF THE CARBURETOR REVEALED FOULING BY SEALANT MATERIAL PARTIALLY DISSOLVED BY FUEL.

Brief of Accident (Continued)

File No. - 1513

6/13/84

KINDRED,ND

A/C Reg. No. N10247

Time (Lc1) - 1840 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)
 2. MAINTENANCE,MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PSNL
-

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 - ROUGH/UNEVEN
 4. UNSUITABLE TERRAIN - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1440

5/10/84

HAMPTON, NH

A/C Reg. No. N11953

Time (Lc1) - 1900 EDT

-----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 - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAMPTON, NH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
HAMPTON

Runway Ident - UNK/NR
Runway Lth/Wid - 2000/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
NONE

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	200	Last 24 Hrs	-	2
Make/Model	-	112	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	2

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT WHILE LANDING, THE AIRCRAFT BOUNCED ONCE POSSIBLY TWO TIMES. ON FINAL TOUCH DOWN, THE NOSE LANDING GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 1440

5/10/84

HAMPTON, NH

A/C Reg. No. N11953

Time (Lc1) - 1900 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1480 1/30/84 TRENTON,NJ A/C Reg. No. N10AH Time (Lcl) - 0750 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -CLIMB			0	0	0	3

-----Aircraft Information-----

Make/Model - DASSAULT FALCON 10	Eng Make/Model - GARRETT TFE 731-2-1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 18740	Engine Type - TURBOJET	
No. of Seats - 7	Rated Power - 3230 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TRENTON,NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SANTA ANA,CA	UNK.
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- FOG		
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)
ATP	Current - YES	Total - 4900
SE LAND,ME LAND	Months Since - 9	Make/Model- 550
HELICOPTER	Aircraft Type - DA-10	Instrument- 550
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DISTRACTED BY AN INTERRUPTION IN TAXI AND DEPARTURE ROUTINES, THE PILOT RESET HIS ALTITUDE ALERT CONTROLLER TO TWO HUNDRED FEET INSTEAD OF TWO THOUSAND FEET, HIS AMENDED CLEARANCE ALTITUDE. TAKING OFF ON INSTRUMENTS IN THE DENSE MORNING FOG, THE ALERT SYSTEM COMMANDED A LEVEL-OFF AND THE AIRCRAFT COLLIDED WITH TREES, APPROXIMATELY 161 FT ABOVE SEA LEVEL. A POSITIVE RATE OF CLIMB WAS OBTAINED, VFR CONDITIONS WERE REACHED AND THE AIRCRAFT DIVERTED TO THE NEAREST CLEAR AIRPORT WHERE A SAFE LANDING WAS ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 1480

1/30/84

TRENTON,NJ

A/C Reg. No. N10AH

Time (Lcl) - 0750 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. OBJECT - TREE(S)
2. FLIGHT AND NAVIGATION INSTRUMENTS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
4. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 1530 5/18/84 WEST MILFORD, NJ A/C Reg. No. N67809 Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	1
0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew 0
NONE 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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - 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 -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO, NJ
Destination
GREENWOOD LAKE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GREENWOOD LAKE
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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 362 Last 24 Hrs - 0
Make/Model- 362 Last 30 Days- UNK/NR
Instrument- 99 Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE INITIAL CLIMB OF A MAX PERFORMANCE TAKEOFF THE BEST ANGLE RATE OF CLIMB COULD NOT BE MAINTAINED. THE ACFT CONTACTED TREES AND SUBSEQUENTLY CRASHED IN AN ABANDONED PARKING LOT.

Brief of Accident (Continued)

File No. - 1530

5/18/84

WEST MILFORD,NJ

A/C Reg. No. N67809

Time (Lc1) - 1630 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND(CFI)
 2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND(CFI)
 3. CLIMB - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 4. OBJECT - TREE(S)
 5. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND(CFI)
-

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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1486

5/22/84

MARLBORO,NJ

A/C Reg. No. N33746

Time (Lc1) - 1720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - PIPER PA-28

Eng Make/Model - LYCOMING O-360A4AC

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2175

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/005 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MARLBORO,NJ

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MARLBORO

Runway Ident - 09

Runway Lth/Wid - 2170/ 40

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 27

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 500

Make/Model- 500

Instrument- 125

Multi-Eng - 25

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ABORTED HIS TAKEOFF WHEN HE NOTED INSUFFICIENT ACCELERATION, BUT LOST CONTROL OF THE AIRCRAFT, RAN OFF THE END OF THE RUNWAY THRU A DITCH AND ONTO RAILROAD TRACKS.

Brief of Accident (Continued)

File No. - 1486

5/22/84

MARLBORO,NJ

A/C Reg. No. N33746

Time (Lc1) - 1720 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - DITCH
-

----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. - 1487

5/23/84

MATAWAN,NJ

A/C Reg. No. N1404L

Time (Lcl) - 0155 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH A23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-346-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 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 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SULLIVAN CO.,NY
Destination
MARLBORO,NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

MARLBORO
Runway Ident - 27
Runway Lth/Wid - 2170/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 176
Make/Model- 29
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 47

Instrument Rating(s) - UNK/NR

-----Narrative-----

LANDING LONG AT NIGHT TO AVOID UNSEEN OBSTRUCTIONS, THE PILOT MISJUDGED HIS TOUCHDOWN POINT AND RAN OFF THE END OF THE RWY, COLLIDING WITH BRUSHY VEGETATION.

Brief of Accident (Continued)

File No. - 1487

5/23/84

MATAWAN, NJ

A/C Reg. No. N1404L

Time (Lc1) - 0155 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1406

6/09/84

MANTAN,NJ

A/C Reg. No. N3633L

Time (Lc1) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				
		Crew			
		Pass			
		0	0	0	1
		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES-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- VARIABLE/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PITMAN,NJ
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 -
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	259	Last 24 Hrs	-	0
Make/Model-	154	Last 30 Days-	UNK/NR		
Instrument-	4	Last 90 Days-	3		

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED, WHILE MANEUVERING AT 650 FT THE ENGINE QUIT. DURING THE FORCED LANDING APCH, THE ACFT CONTACTED POWERLINES. THE ACFT CONTACTED THE GROUND IN A NOSE DOWN ATTITUDE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1406

6/09/84

MANTAN,NJ

A/C Reg. No. N3633L

Time (Lcl) - 0930 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - WIRE,STATIC
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
 6. TERRAIN CONDITION - OPEN FIELD
-

Occurrence #5 NOSE 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1572 6/28/84 NESHANIC, NJ A/C Reg. No. NONE Time (Lc1) - 1013 EDT

-----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 103	NONE	0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CGS AVIATION INC. HAWK B	Eng Make/Model - KAWASAKI TA 440A	ELT Installed/Activated - NO	N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 530	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 38 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	PRIVATE STRIP
Wind Dir/Speed- 250/009 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 70
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	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-----

THIS ULTRALIGHT WAS BEING FLOWN BY A PLT WHO HAD ABOUT 80 HOURS OF FLT TIME IN A C-172 AND C-150 ACFT. HE HAD SOLOED, BUT MOST OF HIS TIME WAS DUAL AND THE LAST RECORDED FLT WAS ABOUT 11 YEARS AGO. THERE ARE NO RECORDS OF ANY FLT INSTRUCTION IN AN ULTRALIGHT. DURING THE ACCIDENT FLT, THE PLE WAS SEEN TURNING TO THE FINAL APPROACH WHILE DESCENDING IN A STEEP BANK. THE ACFT NOSE DROPPED AND THE VEHICLE DESCENDED TO GROUND IMPACT. THIS ACFT ONLY HAD 1 AND 1/2 HOURS FLT TIME RECORDED. THIS WAS THE 2ND FLT IN IT FOR THE ACCIDENT PLT. DURING EXAMINATION OF THE WRECKAGE, NO EVIDENCE OF ANY FAILURES OR MALFUNCTIONS OF EQUIPMENT WERE FOUND.

Brief of Accident (Continued)

File No. - 1572

6/28/84

NESHANIC,NJ

A/C Reg. No. NONE

Time (Lc1) - 1013 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1540 7/28/84 SANTA FE, NM A/C Reg. No. N52938 Time (Lcl) - 1106 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91						
Accident Occurred During	-LANDING	NONE		0	0	2	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	SANTA FE CO
Wind Dir/Speed	- 340/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- 33
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	- 6297/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 104
SE LAND	Months Since - 18	Make/Model	- 4
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED SEVERAL TIMES ON LANDING FOLLOWING AN EXCESSIVELY HIGH FAST APPROACH. THE PLT ADDED POWER TO RECOVER BY ABORTING THE LANDING. THE PLT STATED THE FAILURE TO USE RIGHT RUDDER RESULTED IN THE ACFT VEERING TO THE LEFT AND THE FAILURE TO RETRACT FLAPS PREVENTED THE ACFT FROM CLIMBING HIGHER THAN SEVERAL FT AGL. THE PLT ALSO FAILED TO REMOVE CARBURETOR HEAT. THE ACFT CONTACTED SEVERAL SMALL TREES ALONGSIDE THE RWY FOLLOWED BY THE TERRAIN.

Brief of Accident (Continued)

File No. - 1540

7/28/84

SANTA FE,NM

A/C Reg. No. N52938

Time (Lc1) - 1106 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. FLARE - IMPROPER - PILOT IN COMMAND
6. ABORTED LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

7. RUDDER - NOT USED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

9. ALTITUDE - INADEQUATE - PILOT IN COMMAND
10. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

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) 1,9

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1475 7/28/84 HOBBS,NM

A/C Reg. No. N63697

Time (Lcl) - 1445 MDT

-----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 - CONSOLIDATED VULTEE BT-13B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - P & W R985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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- 180/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JAL,NM
Destination
HOBBS,NM

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
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4122	Last 24 Hrs	- 5
Make/Model-	377	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	109
Multi-Eng	- 488	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS PART OF A GROUP OF A CONFEDERATE AIR FORCE ACFT THE FLIGHT CONDUCTED PUBLIC RELATIONS FLYOVERS AT SEVERAL AREA ARPTS. DUE TO A LOW LDG GEAR STRUT N63697 DID NOT LAND WITH THE OTHER ACFT AFTER THE FLYOVERS. THE PLT PLANNED TO HAVE THE STRUT REPAIRED UPON ARRIVAL AT HOBBS, NM. WHILE CIRCLING OVHD 2 INTERMEDIATE ARPTS, ENGINE OIL TEMP EXCEEDED THE RED LINE. THE PLT ATTRIBUTED THE RISE TO HIGH OAT AND SLOW SPEED. AFTER REFUELING THE ACFT DEPARTED ON THE LAST LEG TO HOBBS. ABOUT 15 MIN LATER HEAVY VIBRATIONS DEVELOPED IN THE ENGINE. POWER WAS REDUCED AND A FORCED LDG IN AN OIL FIELD ACCOMPLISHED. DURING THE LDG ROLL BOTH MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1475

7/28/84

HOBBS,NM

A/C Reg. No. N63697

Time (Lc1) - 1445 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS,OIL TEMPERATURE GAGE - OVERTEMPERATURE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. ENGINE ASSEMBLY,CYLINDER - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED

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) 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. - 1470

8/08/84

GALLUP, NM

A/C Reg. No. N11RL

Time (Lc1) - 1017 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - LIGHTHIZER, RICHARD E. LIGHTHIZER
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6
No. of Seats - 1
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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SCOTTSDALE, NM

Airport Proximity
UNK/NR

Airport Data

Wind Dir/Speed- 090/010 KTS
Visibility - 25.0 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 - UNK/NR

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 67

Biennial Flight Review
Current - NO
Months Since - 25
Aircraft Type - BGL

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 690	Last 24 Hrs - 4
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT/BUILDER OF THIS ULTRA-LIGHT HAD FLOWN FROM OSHKOSH, WI TO GALLUP, NM WITHOUT INCIDENT. DURING HIS ATTEMPTED TAKE-OFF FROM GALLUP HE ALLOWED THE ACFT TO VEER OFF THE RWY TO THE LEFT. AFTER THE ACFT ROLLED INTO THE GRASS HE REGAINED DIRECTIONAL CONTROL AND CONTINUED THE TAKEOFF. JUST AS THE WHEELS LEFT THE GROUND THE ACFT STRUCK THE VASI LIGHT HOUSING. THE ACFT FLIPPED OVER ON ITS BACK. THE PLT WAS NOT USED TO MAKING TAKEOFFS IN HIGH DENSITY ALT CONDITIONS. ALSO, THE SOD WAS WET FROM RECENT RAINS.

Brief of Accident (Continued)

File No. - 1470

8/08/84

GALLUP, NM

A/C Reg. No. N11RL

Time (Lcl) - 1017 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. OBJECT - APPROACH LIGHT/NAVAID
 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1426 7/20/84 RENO,NV

A/C Reg. No. N48745

Time (Lcl) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
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- 280/017 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
RENO,NV
Destination
RENO,NV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

RENO CANNON INTERNATIONAL
Runway Ident - 16R
Runway Lth/Wid - 9000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1449 Last 24 Hrs - 0
Make/Model- 560 Last 30 Days- UNK/NR
Instrument- 129 Last 90 Days- 248
Multi-Eng - 223

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE CFI, WHEN HE & HIS STUDENT WERE ON APPROACH FOR LANDING ON RWY 16R, HE RECEIVED A REPORT OF WIND SHEAR. THE CFI STATED THAT HE WAS INSTRUCTING HIS STUDENT IN THE "WING DOWN" METHOD FOR X-WIND LANDINGS & THE ACFT TOUCHED-DOWN ON ITS RIGHT WHEEL FIRST. THEREAFTER, THE LEFT WHEEL & NOSE WHEEL TOUCHED DOWN. THE CFI REPORTED THAT FOLLOWING THIS A "STRONG WIND BURST (250 DEG. AT 10 TO 15 KTS.) HIT THE ACFT, VEERING IT SHARPLY TO THE LEFT." THE CFI REPORTEDLY ADDED FULL POWER IN A RECOVERY ATTEMPT, BUT CONTROL WAS LOST AS THE ACFT BECAME AIRBORNE. TO AVOID STALLING, THE CFI STATED THAT HE "NOSED THE ACFT OVER." THE ACFT COLLIDED WITH A MOUND OF DIRT PILED BESIDE A DRAINAGE DITCH BETWEEN THE RUNWAYS & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1426

7/20/84

RENO,NV

A/C Reg. No. N48745

Time (Lcl) - 1600 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI)
4. ABORTED LANDING - INITIATED - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1405 5/10/84 SENECA FALLS,NY A/C Reg. No. N8113V Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA C188
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520
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- 270/015 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAVANNAH,NY
Destination
SENECA FALLS,NY

Airport Proximity
ON AIRPORT

Airport Data

SENECA FALLS
Runway Ident - 36
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 2700	Last 24 Hrs	- 10
Make/Model-	2200	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	75

Instrument Rating(s) - UNK/NR

-----Narrative-----

PILOT ATTEMPTED TO COMPENSATE FOR GUSTY WND COND BY LNDG THE ACFT TAIL HIGH. THE ACFT BEGAN TO WX VANE AND IN AN EFFORT TO CORRECT, THE PLT USED EXCESSIVE RT BRAKE. THE BRAKING ACTION COMBINED WITH THE GUSTY WND EXCEEDED THE ELEVATOR AUTHORITY AND THE ACFT NOSED OVER. ACCORDING TO THE PLT, THE WND WAS FROM THE WEST AT 15 KTS GUSTING TO 22 KTS, BUT OCCASIONALLY SWITCHING TO A NORTH TO SOUTH DIRECTION.

Brief of Accident (Continued)

File No. - 1405

5/10/84

SENECA FALLS, NY

A/C Reg. No. N8113V

Time (Lcl) - 1200 EDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 1472

5/12/84

SO.BETHLEHEM,NY

A/C Reg. No. N4024U

Time (Lcl) - 1150 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA C150

Eng Make/Model - CONTINENTAL O-200

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 002 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SO. ALBANY,NY

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

SO ALBANY

Runway Ident - 19

Runway Lth/Wid - 2800/ 100

Runway Surface - GRAVEL

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 53

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 4000

Make/Model- 750

Instrument- 450

Multi-Eng - 2000

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT AND INSTRUCTOR HAD JUST STARTED THE INITIAL CLIMB WHEN THE ENGINE QUIT AT ABOUT 100 FT. THE APPLICATION OF CARBURATOR HEAT CAUSED A FEW SECOND BURST OF POWER THEN THE ENGINE STOPPED AGAIN. THE CFI TOOK THE CONTROLS AND TURNED LEFT. HE LANDED THE AIRCRAFT IN SOME HIGH BRUSH NEXT TO THE AIRPORT.

Brief of Accident (Continued)

File No. - 1472

5/12/84

SO.BETHLEHEM,NY

A/C Reg. No. N4024U

Time (Lc1) - 1150 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
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. - 1441

5/13/84

WEST HAMPTON, NY

A/C Reg. No. N49236

Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation -GLIDER TOW

Flight Conducted Under -14 CFR 91

Accident Occurred During -STANDING

NONE

Fire

NONE

Crew

Pass

Other

Fatal

0

0

0

Injuries

Serious

0

0

1

Minor

0

0

0

None

1

0

0

-----Aircraft Information-----

Make/Model - CESSNA 305A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2100

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 265 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- UNK/NR

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WEST HAMPTON, NY

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 - 43

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2300

Make/Model- 287

Instrument- 0

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 27

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT HAD JUST LANDED & THE PLT WAS TAXIING TO HOOK UP TO ANOTHER GLIDER WHEN THE ACFT BECAME LODGED N SOFT DIRT. TWO GROUND CREWMEMBERS CAME OVER TO THE ACFT. THE PLT STATED THAT HE TOLD ONE OF THEM TO "STAY BEHIND THE STRUT WHILE I SHUTDOWN". HE THEN TURNED TO CHECK ON THE OTHER PERSON AS HE PULLED THE MIXTURE TO STOP THE ENG. AT ABOUT THAT TIME, THE PLT HEARD A THUMP. HE SAID HE LOOKED BACK TO THE LEFT & SAW THE CREWMEMBER LAYING ON THE GROUND WITH SERIOUS INJURIES. IN RETROSPECT, THE PLT REPORTED THAT HE COULD HAVE SHUT THE ENG DOWN WITH THE MAG SWITCH WHICH WOULD HAVE BEEN FASTER THAN CUTTING OFF THE MIXTURE. E MIXTURE.

Brief of Accident (Continued)

File No. - 1441

5/13/84

WEST HAMPTON, NY

A/C Reg. No. N49236

Time (Lc1) - 1200 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

3. OBJECT - OTHER PERSON
 4. VISUAL LOOKOUT - INATTENTIVE - GROUND PERSONNEL
 5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 6. UNSAFE/HAZARDOUS CONDITION - INATTENTIVE - GROUND PERSONNEL
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1528

5/16/84

SAYVILLE, NY

A/C Reg. No. N73748

Time (Lcl) - 1515 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 - CESSNA 172

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 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 -

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAYVILLE, NY

Destination

BROOKHAVEN, NY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

L. I. MCARTHUR

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER - CHOPPY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 19

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 - 155

Make/Model- 8

Instrument- 6

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 81

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 6 MIN AFTER DEPARTURE THE PILOT EXPERIENCED A TOTAL LOSS OF POWER AND ADVISED THE TOWER THAT HE WOULD BE LANDING IN THE WATER.

Brief of Accident (Continued)

File No. - 1528

5/16/84

SAYVILLE, NY

A/C Reg. No. N73748

Time (Lcl) - 1515 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1492

5/20/84

TICONDEROGA, NY

A/C Reg. No. N6709E

Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL G-0300A
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- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TICONDEROGA, NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

TICONDEROGA
Runway Ident - 36
Runway Lth/Wid - 4000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 60

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 64	Last 24 Hrs - 1
Make/Model - 9	Last 30 Days- UNK/NR
Instrument - 2	Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PLT PERFORMING TOUCH AND GO LANDINGS OBSERVED ANOTHER ACFT AT THE DEPARTURE END OF THE RWY, FACING HIM. ASSUMING A COLLISION WAS IMMINENT, THE PLT ABORTED THE TAKEOFF, BUT LOCKED THE BRAKES WHILE TRYING TO STOP. THE ACFT SWERVED OFF THE RWY, THE NOSEWHEEL FORK BROKE, THE STRUT DUG INTO THE TERRAIN AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1492

5/20/84

TICONDEROGA, NY

A/C Reg. No. N6709E

Time (Lcl) - 1500 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. ABORTED TAKEOFF - IMPROPER - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

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. - 1532

5/22/84

SPRING VALLEY, NY

A/C Reg. No. N34370

Time (Lcl) - 1810 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MIDDLETOWN, NY
Destination
SPRING VALLEY, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

RAMAPO VALLEY
Runway Ident - 08
Runway Lth/Wid - 2185/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	855	Last 24 Hrs	-	1
Make/Model	-	855	Last 30 Days	-	UNK/NR
Instrument	-	162	Last 90 Days	-	32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SUFFICIENT ALT WAS NOT OBTAINED TO CLEAR TREES LOCATED APRX 100 FT OFF THE DEPARTURE END OF THE RWY DURING AN ABORTED LANDING TO AVOID AN OVERRUN.

Brief of Accident (Continued)

File No. - 1532

5/22/84

SPRING VALLEY, NY

A/C Reg. No. N34370

Time (Lc1) - 1810 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. CLEARANCE - NOT OBTAINED - 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

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1575 7/01/84 CANANDAIGUA,NY A/C Reg. No. NONE Time (Lcl) - 2050 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -OTHER

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PTERODACTYL PFLEDGLING
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA 430-D
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 - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BLOOMFIELD,NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CANANDAIGUA
Runway Ident - 34
Runway Lth/Wid - 1900/ 100
Runway Surface - GRASS/TURF
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 24
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-	50	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-----

DURING TAKEOFF, THE ULTRALIGHT VEHICLE WAS OBSERVED TO ENTER A STEEP CLIMB. A WITNESS STATED THAT WHEN IT WAS CLIMBING OVER THE MIDPOINT OF THE RWY, IT ENTERED A STEEP DIVE. THE PLT RECOVERED FROM THE DESCENT & BEGAN ANOTHER STEEP CLIMB. AFTER REACHING ABOUT 250 TO 300 FT, THE ULTRALIGHT ENTERED ANOTHER STEEP DIVE. AGAIN, THE PLT STARTED TO RECOVER; HOWEVER, DURING THE PULL-OUT, THE LEFT WING BUCKLED, THEN THE VEHICLE DESCENDED TO THE GROUND & CRASHED. NO PRE-ACCIDENT FATIGUE FAILURE OR PART MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1575

7/01/84

CANANDAIGUA,NY

A/C Reg. No. NONE

Time (Lcl) - 2050 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DUSK
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation OTHER

Finding(s)

5. WING - OVERLOAD
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1578 7/02/84 CROSS RIVER,NY A/C Reg. No. NONE Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	1	0	0
Flight Conducted Under	-14 CFR 103						
Accident Occurred During	-MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model	- PIONEER FLIGHTSTAR	Eng Make/Model	- KAWASAKI TA440A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 35 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 180/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- 3000 FT	Type of Clearance	- 950/ 300
Lowest Ceiling	- 3000 FT BROKEN	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	Last 24 Hrs - UNK/NR
SE LAND	Months Since	Make/Model	Last 30 Days- UNK/NR
	Aircraft Type	Instrument	Last 90 Days- UNK/NR
		Multi-Eng	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL, IT APPEARED TO THE PLT THAT THE ENG WAS NOT DEVELOPING FULL POWER. THE ULTRALIGHT WAS NOT EQUIPPED WITH A TACHOMETER & THE SUSPECTED LOSS OF POWER WAS BASED ON THE PLT'S ESTIMATED LIFT-OFF POINT. THE PLT FURTHER STATED THAT HE WAS WEARING A HELMET & THE ENG NOISE WAS MUFFLED MAKING IT DIFFICULT TO DETERMINE ENG POWER. THE TAKEOFF RUN WAS LONGER THAN NORMAL. HE CONTINUED TO CLIMB OUT & WITH WHAT APPEARED TO BE A PARTIAL LOSS OF POWER ATTEMPTED TO SET UP A GLIDE. THE ULTRALIGHT STALLED WHILE THE PLT WAS AVOIDING TREES. TWO WITNESSES STATED THAT THE ENG QUIT.

Brief of Accident (Continued)

File No. - 1578

7/02/84

CROSS RIVER, NY

A/C Reg. No. NONE

Time (Lc1) - 1615 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. OBJECT - TREE(S)
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1501 8/15/84 BROCKPORT, NY A/C Reg. No. N8439L Time (Lcl) - 1436 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	DESTROYED	Fatal	1	Serious	0	Minor	0	None	0
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0	0	0	0
Accident Occurred During -TAKEOFF									

-----Aircraft Information-----

Make/Model - CESSNA 172I	Eng Make/Model - LYCOMING O-320-E2D9	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEDGEDALE AIRPARK
Wind Dir/Speed- 250/011 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 37
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 144
SE LAND	Months Since - 11	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES ABOUT 2500 FT FROM THE TAKEOFF POINT. WITNESSES OBSERVED THE ACFT IN A RUNNING TAKEOFF AFTER A NORMAL LANDING. THE ACFT FAILED TO GAIN ALT AND STAYED AT ABOUT 50 FT AGL. THE ACFT HAD TAKEN OFF ON RWY 28 & AFTER TAKEOFF WAS SEEN MAKING A TURN TO THE RT IN A PLUS SIXTY DEGREE BANK. THE TURN RESULTED IN A 90 DEGREE CHANGE OF HEADING TO A HEADING OF NORTH. THE ACFT FLEW INTO WIRES & TREES WITH OUT FURTHER CHANGE OF HEADING OR ALT. NOTHING OF A MECHANICAL OR PHYSICAL NATURE WAS FOUND DURING THE INVESTIGATION THAT WAS CONTRIBUTORY TO A DETERMENATION OF CAUSE.

Brief of Accident (Continued)

File No. - 1501

8/15/84

BROCKPORT, NY

A/C Reg. No. N8439L

Time (Lc1) - 1436 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1450

4/20/84

MORROW, OH

A/C Reg. No. N6733Z

Time (Lcl) - 1315 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

-----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-B285

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 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- 050/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 3500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WARREN, OH

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 - UNK/NR

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 - 43

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8541 Last 24 Hrs - 3

Make/Model- 800 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 110

Multi-Eng - 2500 Rotorcraft - 41

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 10 MIN. AFTER TAKEOFF ON AN AERIAL APPLICATION FLT THE ACFT'S ENG LOST PWR. THE PLT MADE A FORCED LANDING IN A CORN FIELD & DURING ROLLOUT COLLIDED WITH A TREE. ACCORDING TO THE PLT, THE ACFT'S ENG BLEW ITS RIGHT REAR CYLINDER BECAUSE ITS HOLD DOWN BOLTS HAD NOT BEEN PROPERLY TORQUED.

Brief of Accident (Continued)

File No. - 1450

4/20/84

MORROW, OH

A/C Reg. No. N6733Z

Time (Lcl) - 1315 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CYLINDER - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
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

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. - 1584

6/02/84

WOOSTER, OH

A/C Reg. No. N1570M

Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	0	0	0	2
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING				

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - STINSON L-5E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2250
No. of Seats - 2

Eng Make/Model - LYCOMING O-435-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 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

WAYNE COUNTY
Runway Ident - 27
Runway Lth/Wid - 4400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2012	Last 24 Hrs	- 2
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	7
Multi-Eng -	12	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVING INSTRUCTION IN LANDING CONVENTIONAL GEAR ACFT LOST CONTROL DURING LANDING. THE COMMERCIAL PIC TOOK CONTROL OF THE ACFT AND HIS FOOT BECAME JAMMED BETWEEN THE RUDDER PEDAL AND AIRFRAME. THE ACFT GROUND LOOPED VIOLENTLY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1584

6/02/84

WOOSTER, OH

A/C Reg. No. N1570M

Time (Lc1) - 1630 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
4. RUDDER - INITIATED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1555 6/11/84 HARRISBURG, OH A/C Reg. No. NONE Time (Lcl) - 1440 EDT

-----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 - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - LYCAN NOMAD II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 442
No. of Seats - 2

Eng Make/Model - ROTAX 277
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 28 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/010 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

ORIENT, OH

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

UNK/NR

Age - 47

Biennial Flight Review

Current - NO

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE PLT WAS ON AN APCH TO LAND IN A FIELD NEAR HIS HOME WHEN THE ULTRALIGHT VEHICLE'S TAILWHEEL CAUGHT ONTO A POWER LINE. THE ULTRALIGHT THEN CRASHED NOSE 1ST INTO THE TERRAIN.

Brief of Accident (Continued)

File No. - 1555

6/11/84

HARRISBURG, OH

A/C Reg. No. NONE

Time (Lc1) - 1440 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1581 6/18/84 SOUTH WEBSTER, OH A/C Reg. No. N6273M Time (Lcl) - 1050 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -APPROACH			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GALLIPOLIS, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 151
SE LAND	Months Since - 21	Make/Model- 49
	Aircraft Type - C-152	Instrument- 7
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SELECTED A FARM FIELD WITH OBSTRUCTIONS AT EACH END TO PRACTICE SHORT FIELD TAKEOFFS AND LANDINGS. HE HAD PREVIOUSLY WALKED THE FIELD TO CHECK FOR OBSTACLES AND TO GET THE OWNERS PERMISSION. HE SAID THAT DURING HIS APPROACH TO LAND EVERYTHING SEEMED FINE UNTIL A GUST OF TAIL WIND KEPT THE ACFT FLOATING UNTIL IT WAS TOO LATE TO SAFELY MAKE A GO-AROUND. HE ADDED POWER TO TRY AND CLEAR A POWER LINE BUT THE ACFT HIT THE WIRES AND CRASHED.

Brief of Accident (Continued)

File No. - 1581

6/18/84

SOUTH WEBSTER, OH

A/C Reg. No. N6273M

Time (Lc1) - 1050 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. OBJECT - FENCE
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
7. OBJECT - WIRE, TRANSMISSION

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

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. - 1414 7/12/84 RICHMOND HTS,OH A/C Reg. No. N93752 Time (Lcl) - 2035 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTAGE,OH
Destination
RICHMOND HTS,OH

Airport Proximity
ON AIRPORT

Airport Data

CUYAHOGA CO.
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - 17-30A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 464 Last 24 Hrs - 1
Make/Model- 231 Last 30 Days- UNK/NR
Instrument- 102 Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING FLOWN BACK FROM AN ANNUAL INSPECTION. THE PILOT STATED AFTER THE ACCIDENT THAT HE EXPERIENCED A LOSS OF POWER WHILE ON DOWNWIND LEG FOR LANDING ON RWY 23. THE PILOT ATTEMPTED A LANDING ON RWY 5 BUT THE ACFT LANDED 1500 FEET SHORT. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED NO EVIDENCE OF FUEL IN THE LEFT FUEL TANK, FUEL LINES OR FUEL CONTROL. THE PLT STATED THAT HE HAD BEEN OPERATING ON THE LEFT FUEL TANK.

Brief of Accident (Continued)

File No. - 1414

7/12/84

RICHMOND HTS,OH

A/C Reg. No. N93752

Time (Lc1) - 2035 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
 4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
-

-----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. - 1413

7/29/84

URBANA, OH

A/C Reg. No. N3891S

Time (Lc1) - 1307 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MEXICO, MO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

GRIMES
Runway Ident - 05
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 50

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	733	Last 24 Hrs -	5
Make/Model-	416		Last 30 Days-	UNK/NR
Instrument-	90		Last 90 Days-	20
Multi-Eng -	3			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED AFTER THE ACCIDENT THAT HE ARRIVED AT HIS FLIGHT PLANNED DESTINATION 15 MINUTES EARLY SO HE CONTINUED THE FLIGHT AN ADDITIONAL HOUR. THE PLT EXPERIENCED AN ENG FAILURE WHILE ON FINAL APCH TO THE RWY AT THE REVISED DESTINATION ARPT. THE PLT WAS UNABLE TO MAINTAIN ALT AND THE LANDING GEAR CONTACTED TREES. THE ACFT LANDED SHORT OF THE APCH END OF THE RWY. THE TTL FLT TIME WAS 5.4 HRS. THE PLT STATED THAT EITHER THE FUEL FLOW ENROUTE WAS GREATER THAN EXPECTED OR THE FUEL TANKS WERE NOT FULL WHEN HE DEPARTED.

Brief of Accident (Continued)

File No. - 1413

7/29/84

URBANA,OH

A/C Reg. No. N3891S

Time (Lc1) - 1307 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION
6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1456 8/05/84 SPRINGFIELD, OH A/C Reg. No. N9082M Time (Lcl) - 1705 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR '91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MADISON, IN
Destination
SPRINGFIELD, OH

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

SPRINGFIELD
Runway Ident - 24
Runway Lth/Wid - 8999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 659 Last 24 Hrs - 0
Make/Model- 25 Last 30 Days- UNK/NR
Instrument- 7 Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

AFTER WHAT THE PILOT DESCRIBED AS A NORMAL LANDING HIS SEAT DISLODGED FROM THE TRACK AND TILTED BACK AGAINST THE REAR SEAT. HE HELD ON TO THE YORE BUT WAS UNABLE TO REACH THE PEDALS. THE A/C SLOWED TO ABOUT 20-25 MPH THEN THE RIGHT MAIN LANDING GEAR FAILED AT THE ATTACHING POINT. LATER INSPECTION REVEALED THAT CORROSION WAS FOUND IN THE AREA OF THE FAILURE. THE A/C HAD BEEN THROUGH AN ANNUAL INSPECTION IN MARCH, JUST FIVE MONTHS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1456

8/05/84

SPRINGFIELD, OH

A/C Reg. No. N9082M

Time (Lcl) - 1705 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FUSELAGE, SEAT - DISCONNECTED
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR ATTACHMENT - CORRODED

----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. - 1591 8/08/84 CHESAPEAKE, OH A/C Reg. No. N2449C Time (Lcl) - 1429 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BECKLEY, WV</p> <p>Destination WEST BEND, 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 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 - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1250
SE LAND, ME LAND	Months Since - 12	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 150
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FORCED TO LAND OFF ARPT AFTER THE ENGINE QUIT. THE PLT NORMALLY REFUELED AFTER LANDING AND FORGOT THAT HE DID NOT ON THIS OCCASION. THE FUEL GAGES WERE MISREAD DURING PRE-FLT. THE ACFT RAN OUT OF FUEL AFTER ABOUT 1 HOUR FLT TIME.

Brief of Accident (Continued)

File No. - 1591

8/08/84

CHESAPEAKE, OH

A/C Reg. No. N2449C

Time (Lcl) - 1429 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 6. FLUID, FUEL - FAILURE, TOTAL
 7. IMPROPER USE OF PROCEDURE, HABIT INTERFERENCE - 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) 1,2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1590

8/09/84

SIDNEY, OH

A/C Reg. No. N3221T

Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	1
Pass	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 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 260/010 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PIQUA, OH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1288
Make/Model-	108
Instrument-	133
Multi-Eng -	41
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A CORN FIELD DURING A SIMULATED FORCED LANDING AFTER THE POWER FAILED TO RESPOND TO FULL THROTTLE. THE ACFT HAD BEEN DESCENDED FROM 3000 FT AGL WITH THROTTLE AT IDLE, FULL FLAPS AND CARBURETOR HEAT ON. IN TURNING 180 DEGREES AT ABOUT 300 FT AGL THE CFI RAISED THE FLAPS AND THE STALL WARNING HORN CAME ON. THE ACFT DEVELOPED A HIGH SINK RATE AND THE CFI REACHED TO ADVANCE THE THROTTLE BUT FOUND IT ALREADY ADVANCED. THE ENGINE REPORTEDLY DID NOT RESPOND AND THE ACFT DESCENDED TO THE GROUND. AFTER THE ACCIDENT THE ENGINE WAS TEST RUN AND IT RAN ROUGH ON LEFT MAG. IT WAS FOUND TO BE WORN IN THE DISTRIBUTOR BLOCK AND BEARINGS.

Brief of Accident (Continued)

File No. - 1590

8/09/84

SIDNEY, OH

A/C Reg. No. N3221T

Time (Lc1) - 1745 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND(CFI)
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND(CFI)
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)
5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
6. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND(CFI)
7. IGNITION SYSTEM, MAGNETO - OUTPUT LOW
8. IGNITION SYSTEM, MAGNETO - WORN
9. WEATHER CONDITION - WORN

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. TERRAIN CONDITION - CROP
11. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5,7,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1415 8/19/84 MAGNOLIA, OH A/C Reg. No. N4692G Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 340/009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2200 FT SCATTERED

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BEAVER FALLS, PA

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MAGNOLIA

Runway Ident - 22

Runway Lth/Wid - 3345/ 40

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

Age - 35

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 448

Make/Model- 35

Instrument- 113

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TO LAND WITH A 10 KNOT LEFT QUARTERING TAILWIND. THE PILOT STATED THAT SHE COULD NOT GET THE ACFT TO SETTLE ON THE RUNWAY DURING THE LANDING. THE ACFT WENT INTO THE BRUSH AT THE END OF THE RUNWAY AND NOSED OVER. THE PILOT STATED THAT A GO-AROUND WAS NOT POSSIBLE BECAUSE OF OBSTRUCTIONS AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1415

8/19/84

MAGNOLIA, OH

A/C Reg. No. N4692G

Time (Lc1) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
7. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1588 8/27/84 NEW ATHENS, OH A/C Reg. No. N26490 Time (Lc1) - 1130 EDT

-----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	0

-----Aircraft Information-----

Make/Model - MEYERS OTW	Eng Make/Model - KINNER R-56	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1910	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SOMERTON, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CADIZ, OH	HARRISON CO.
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		SNOW - DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3040
SE LAND	Months Since - 2	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN AN OPEN FIELD DURING A FORCED LANDING AFTER THE ENGINE QUIT. 2 WITNESSES, ONE AN A&P MECHANIC, REPORTED THAT THERE WAS NO EVIDENCE OF FUEL ON BOARD THE ACFT AFTER THE ACCIDENT. THE PLT STATED TO THE HIGHWAY PATROL TROOPER AT THE SCENE THAT HE CHECKED THE FUEL GAGES BEFORE TAKEOFF AND THEY INDICATED 1/4 OF A TANK WHICH SHOULD HAVE BEEN ABOUT 6 GALLONS OF FUEL.

Brief of Accident (Continued)

File No. - 1588

8/27/84

NEW ATHENS, OH

A/C Reg. No. N26490

Time (Lc1) - 1130 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1586

9/04/84

NEW CARLISLE, OH

A/C Reg. No. N9596L

Time (Lcl) - 2140 EDT

-----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
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 260/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

MUNCIE, IN

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

NEW CARLISLE

Runway Ident - 27

Runway Lth/Wid - 2000/ 30

Runway Surface - GRASS/TURF

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 403

Make/Model- 100

Instrument- 3

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AFTER OVERRUNNING A 2000 FT WET SOD AIRSTRIP. THE PLT REPORTED THAT BRAKING ACTION WAS POOR
THE ACFT WENT INTO AN EVERGREEN TREE NURSERY BEFORE STOPPING.

Brief of Accident (Continued)

File No. - 1586

9/04/84

NEW CARLISLE, OH

A/C Reg. No. N9596L

Time (Lc1) - 2140 EDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 5. TERRAIN CONDITION - WET
 6. TERRAIN CONDITION - OPEN FIELD
 7. OBJECT - OPEN FIELD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1466 4/27/84 HARTSHORN,OK A/C Reg. No. N3835W Time (Lcl) - 0715 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
IN FLIGHT

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS 315B
Landing Gear - SKID
Max Gross Wt - 5040
No. of Seats - 5

Eng Make/Model - TURBOMECA ARTOUSTEIII-B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 562 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/004 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling -
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCALESTER,OK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 34

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6920	Last 24 Hrs	- UNK/NR
Make/Model-	2515	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	220
Multi-Eng	- UNK/NR	Rotorcraft	- 6810

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HELICOPTER SUSTAINED SUBSTANTIAL DAMAGE DURING AN AUTOROTATIVE LANDING FOLLOWING AN EXPLOSION IN THE ENGINE COMPARTMENT. WHILE IN LEVEL FLIGHT AT 1000 FT AGL, THE PLT HEARD A LOUD SCREECH FROM THE ENGINE AREA FOLLOWED BY A LOUD BANG. A WINGMAN OBSERVED 10 FT FLAMES FROM THE ENGINE EXHAUST. A HARD AUTOROTATIVE LANDING RESULTED WHEN THE PLT ATTEMPTED TO STRETCH THE GLIDE TO A MORE SUITABLE LANDING AREA. THE PLT THEN EXTINGUISHED THE FIRE USING AN ONBOARD EXTINGUISHER. METALLURGICAL EXAM OF THE AXIAL COMPRESSOR SECTION TRACED THE COMPRESSOR BLADE FAILURE TO AN IMPROPER RETAINING PIN WHICH CAUSED A STRESS CONCENTRATION IN THE COMPRESSOR BLADE ROOT. IT WAS DETERMINED THAT THE PIN WAS INSTALLED DURING THE ORIGINAL MANUFACTURING PROCESS.

Brief of Accident (Continued)

File No. - 1466

4/27/84

HARTSHORN,OK

A/C Reg. No. N3835W

Time (Lc1) - 0715 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. COMPRESSOR ASSEMBLY, BLADE RETENTION - IMPROPER
 2. MAINTENANCE, INSTALLATION - IMPROPER - MANUFACTURER
 3. COMPRESSOR ASSEMBLY, BLADE RETENTION - FAILURE, PARTIAL
-

Occurrence #2 FIRE/EXPLOSION
Phase of Operation CRUISE - NORMAL

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
 5. PROPER GLIDEPATH - EXCEEDED - PILOT IN COMMAND
-

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. ADEQUATE ROTOR RPM - 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

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1462

5/06/84

ALLEN,OK

A/C Reg. No. N5173A

Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/009 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALLEN,OK
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - 1200
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	-	1000	Last 24 Hrs -	0
Make/Model-	400		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE COULD NOT CLIMB ENOUGH TO CLEAR THE TREES AT THE END OF THE AIRPORT. THE LEFT WING HIT A TREE THEN THE RIGHT WING HIT A PWR LINE AND UTILITY POLE. THE ACFT THEN CRASHED INTO THE GROUND. THE PLT HAD ABOUT 400 HOURS IN THIS MAKE AND MODEL ACFT AND HE OWNED THE ACFT. DENSITY ALT WAS ABOUT 2500 FT.

Brief of Accident (Continued)

File No. - 1462

5/06/84

ALLEN,OK

A/C Reg. No. N5173A

Time (Lcl) - 1430 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, COMPLACENCY - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. OBJECT - WIRE, TRANSMISSION
6. OBJECT - UTILITY POLE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1467 5/30/84 HOMINY,OK A/C Reg. No. N4077E Time (Lcl) - 0813 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
Type of Operation -AERIAL APPLICATION	DESTROYED	Fatal	Injuries			
Flight Conducted Under -14 CFR 137	Fire	1	Serious	Minor	None	
Accident Occurred During -APPROACH	ON GROUND	Crew 0	0	0	0	
		Pass 0	0	0	0	

-----Aircraft Information-----

Make/Model - PIPER PA-36-375	Eng Make/Model - LYCOMING IO-720-D1CD	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOMINY,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 11000
SE LAND	Months Since - UNK/NR	Make/Model- 1755
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A RADIO TOWER GUY WIRE WHILE THE PLT WAS EN ROUTE TO RELOAD. DURING THE COLLISION, THE RIGHT WING WAS SHEARED OFF & THE ACFT CRASHED TO THE GROUND & BURNED. THE RADIO TOWER WAS LOCATED ABOUT 1 MI FROM THE ARPT.

Brief of Accident (Continued)

File No. - 1467

5/30/84

HOMINY, OK

A/C Reg. No. N4077E

Time (Lc1) - 0813 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - GUY WIRE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1439 6/20/84 SPIRO,OK

A/C Reg. No. N5060K

Time (Lcl) - 0940 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/007 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
SALLISAW,OK
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 39
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 7875
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Multi-Eng	- 7
Rotorcraft	- 54

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE LANDING IN AN ALFALFA FIELD, HE MADE THE APPROACH AT A HIGHER THAN NORMAL SPEED.
SUBSEQUENTLY, THE ACFT OVERRAN THE ALFALFA FIELD & WENT INTO A PLOWED FIELD WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1439

6/20/84

SPIRO,OK

A/C Reg. No. N5060K

Time (Lc1) - 0940 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1465 7/27/84 GROVE,OK

A/C Reg. No. N2837B

Time (Lc1) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

ON GROUND

Crew

Pass

0

0

0

0

0

1

1

1

-----Aircraft Information-----

Make/Model - BELL 47J

Landing Gear - SKID

Max Gross Wt - 2565

No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1E

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010/009 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GROVE,OK

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)

ATP,CFI

SE LAND,ME LAND,SE SEA

HELICOPTER

Age - 42

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7580

Make/Model- 400

Instrument- 410

Multi-Eng - 5040

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 50

Rotorcraft - 480

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT STATED THAT YAW CONTROL WAS LOST DURING CLIMB OUT FOR A LOCAL FLT WITH TWO PASSENGERS ONBOARD. THE ACFT BEGAN TO ROTATE TO THE RIGHT AND THE ANTITORQUE PEDALS WERE INEFFECTIVE. THEY WERE OVER BUILDINGS AT THE TIME SO THE PLT HELD A MINIMUM DESCENT UNTIL CLEAR OF THE BUILDINGS. THE ACFT CONTINUED TO ROTATE UNTIL GROUND IMPACT. THE ACFT ROLLED OVER ON ITS RIGHT SIDE AND CAUGHT FIRE. INSPECTION OF THE ACFT REVEALED THAT BOTH PINS IN THE TAIL ROTOR DRIVE U-JOINT HAS SHEARED DUE TO UNSUFFICIENT TORQUE ON THE ACORN NUTS.

Brief of Accident (Continued)

File No. - 1465

7/27/84

GROVE,OK

A/C Reg. No. N2837B

Time (Lc1) - 1030 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SEPARATION
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - LOSS, TOTAL
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #4 FIRE/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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1541 7/08/84 HILLSBORO, OR A/C Reg. No. N5280E Time (Lc1) - 1730 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -TAXI						

-----Aircraft Information-----

Make/Model - CESSNA 172NII	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/011 KTS</p> <p>Visibility - 75.0 SM</p> <p>Lowest Sky/Clouds - 5500 FT SCATTERED</p> <p>Lowest Ceiling - 30000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PORTLAND-HILLSBORO</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 12</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 475</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 475</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 124</td> <td>Last 90 Days- 2</td> </tr> <tr> <td>Multi-Eng - 16</td> <td></td> </tr> </table>	Total - 475	Last 24 Hrs - 0	Make/Model- 475	Last 30 Days- UNK/NR	Instrument- 124	Last 90 Days- 2	Multi-Eng - 16	
Total - 475	Last 24 Hrs - 0									
Make/Model- 475	Last 30 Days- UNK/NR									
Instrument- 124	Last 90 Days- 2									
Multi-Eng - 16										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXING ON A RAMP AREA THE PLTS ATTENTION WAS DIVERTED TO ADJUSTING THE TRANSPONDER CODE. THE LEFT WING OF THE ACFT CONTACTED A MOVING FUEL TRUCK.

Brief of Accident (Continued)

File No. - 1541

7/08/84

HILLSBORO,OR

A/C Reg. No. N5280E

Time (Lcl) - 1730 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1403 7/17/84 EUGENE,OR A/C Reg. No. N8820X Time (Lcl) - 1302 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 350/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FLORENCE,OR
Destination
EUGENE,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NONE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 650
Make/Model- 120
Instrument- 10
Multi-Eng - UNK/NR
Last 24 Hrs - 12
Last 30 Days- UNK/NR
Last 90 Days- 40
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ESTIMATED THAT THE ACFT HAD ABOUT 1 HR OF FUEL REMAINING IN THE TANKS PRIOR TO DEPARTURE. HOWEVER, AFTER HE HAD FLOWN ABOUT 15 MIN, THE ENG LOST POWER & WOULD NOT RESTART. AN EMERGENCY LANDING WAS MADE IN A MEADOW ABOUT 2 MI FROM THE ARPT. THE ACFT BARELY CLEARED POWER LINES BEFORE THE PLT MADE A HARD LANDING WHICH BROKE THE NOSE & RIGHT MAIN GEAR. A VISUAL INSPECTION OF THE FUEL TANKS AFTER THE ACCIDENT REVEALED NO EVIDENCE OF FUEL.

Brief of Accident (Continued)

File No. - 1403

7/17/84

EUGENE,OR

A/C Reg. No. N8820X

Time (Lc1) - 1302 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. 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) 1,2

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1526

7/20/84

CRESWELL, OR

A/C Reg. No. N8732E

Time (Lcl) - 2241 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	1	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
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 - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 360/011 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAN CARLOS, CA
Destination
EUGENE, OR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HOBBY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 24

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	208	Last 24 Hrs -	4
Make/Model-	13	Last 30 Days-	UNK/NR	
Instrument-	66	Last 90 Days-	51	
Multi-Eng -	1			

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A NIGHT VFR FLT FROM SAN CARLOS, CA, TO EUGENE, OR, WHEN THE PLT ASKED APCH CONTROL HOW FAR AWAY THE ARPT WAS. ATC INFORMED THE PLT THAT THE ARPT WAS 16 MILES FURTHER. ABOUT 3 MINUTES LATER, THE LEFT FUEL TANK WAS EMPTIED. THE PLT SWITCHED TO THE RIGHT TANK AND DECLARED AN EMERGENCY. HE THEN ASKED FOR VECTORS TO THE NEAREST ARPT. A HEADING OF 050 DEGREES WAS GIVEN TO THE ARPT. THE ACFT HIT SEVERAL TREES ABOUT 4 MILES SHORT OF THE ARPT AND CRASHED IN A WOODED AREA. NO FUEL WAS FOUND IN THE ACFT.

Brief of Accident (Continued)

File No. - 1526

7/20/84

CRESWELL,OR

A/C Reg. No. N8732E

Time (Lcl) - 2241 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
8. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1506

7/23/84

REDMOND,OR

A/C Reg. No. N3117D

Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----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-S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/011 KTS
Visibility - 45.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURNS,OR
Destination
REDMOND,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ROBERTS FIELD
Runway Ident - 28
Runway Lth/Wid - 6998/ 150
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 - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2006
Make/Model- 300
Instrument- 70
Multi-Eng - 6
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 100
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PRECAUTIONARY LANDING THE AIRCRAFT ENCOUNTERED A 180 DEGREE WINDSHIFT DURING ROLLOUT. THE AIRCRAFT NOSED OVER AS A RESULT OF THE RESULTING TAILWIND.

Brief of Accident (Continued)

File No. - 1506

7/23/84

REDMOND, OR

A/C Reg. No. N3117D

Time (Lcl) - 1630 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. REMEDIAL ACTION - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1476

7/26/84

MCMINNVILLE,OR

A/C Reg. No. N4751N

Time (Lcl) - 2000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - HEVERON SANDPIPER 83B
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 - 32 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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

MCMINNVILLE MUNCP. ARPT.
Runway Ident - 34
Runway Lth/Wid - 5600/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 46
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 - 22
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Instrument- 0
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT LOST CONTROL OF AN ULTRALIGHT VEHICLE WHEN HE ENCOUNTERED A LOCAL GUSTY WIND CONDITION AT 200' AGL AND COLLIDED WITH THE GROUND IN AN UNCONTROLLED DESCENT. THE ULTRALIGHT WAS BUILT FOR REGISTRATION AS AN EXPERIMENTAL AIRCRAFT, BUT DOCUMENTATION HAD NOT BEEN COMPLETED.

Brief of Accident (Continued)

File No. - 1476

7/26/84

MCMINNVILLE,OR

A/C Reg. No. N4751N

Time (Lc1) - 2000 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. WEATHER CONDITION - GUSTS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1408 5/11/84 MONTROSE, PA A/C Reg. No. N33339 Time (Lcl) - 2000 EDT

-----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	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2175	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<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- 135/005 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point BUTLER, PA</p> <p>Destination MONTROSE, PA</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 ZAVERTON</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2200/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 30</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 - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 170</p> <p>Make/Model- 170</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 52</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PILOT ATTEMPTED TO LAND ON A 2200 FOOT GRASS RUNWAY. THE PLT OVERSHOT THE RUNWAY AND ATTEMPTED TO GO-AROUND. THE AIRCRAFT COLLIDED WITH TREES AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1408

5/11/84

MONTROSE, PA

A/C Reg. No. N33339

Time (Lc1) - 2000 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1410 5/12/84 TARENTUM, PA A/C Reg. No. N4463S Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation	-PERSONAL	Fire	0	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0	1
Accident Occurred During	-LANDING		0	0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECHCRAFT BONANZA F33A	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	- UNK/NR	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	BUTLER, PA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	TARENTUM, PA	WEST PENN
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 02
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 2650/ 40
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 1924
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model	- 828
GLIDER	Aircraft Type - UNK/NR	Instrument	- 224
		Multi-Eng	- 13
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT MADE LNDG APCH TO RWY 02 AT 95 MPH, FLAPS ONE-THIRD DOWN AND RT WING DOWN FOR WIND COMPENSATION. PLT STATED WINDS WERE AT 090 DEG. AT 30 FT ABOVE THE RWY THE ACFT ENCOUNTERED A SUDDEN GUST OF WIND FROM 270 DEG. THE ACFT DRIFTED TO THE RT SIDE OF THE RWY OVER A GRASS AREA WHERE THE RT WING CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1410

5/12/84

TARENTUM, PA

A/C Reg. No. N4463S

Time (Lc1) - 1545 EDT

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1489 5/25/84 WILLIAMSPORT, PA A/C Reg. No. N25CK Time (Lcl) - 1400 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2A
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- 180/015 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 30000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILLIAMSPORT, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

WILLIAMSPORT
Runway Ident - 15
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 321
Make/Model- 102
Instrument- 47
Multi-Eng - 14
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ENGAGED IN STUDENT FLIGHT TRAINING; THE STUDENT WAS PERFORMING TOUCH AND GO LANDING IN SHIFTING, GUSTY WIND CONDITIONS. A GUST HIT THE AIRCRAFT ON SHORT FINAL AND THE STUDENT WAS UNABLE TO RECOVER CONTROL BEFORE A HARD LANDING AND BOUNCE OCCURRED. THE LOW TIME INSTRUCTOR PILOT TOOK CONTROL OF THE AIRCRAFT TOO LATE TO PREVENT A SECOND HARD LANDING WHICH COLLAPSED THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 1489

5/25/84

WILLIAMSPORT, PA

A/C Reg. No. N25CK

Time (Lc1) - 1400 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. FLARE - MISJUDGED - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
6. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND(CFI)
7. IMPROPER USE OF PROCEDURE, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1531

5/27/84

ANNVILLE, PA

A/C Reg. No. N3438T

Time (Lc1) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
YORK, PA
Destination
ROVER, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ROVER
Runway Ident - 28
Runway Lth/Wid - 2000/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 183
Make/Model- 183
Instrument- 3
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING AN ABORTED LANDING WHILE TRYING TO RECOVER FROM A BOUNCED TOUCHDOWN HE MISUSED THE FLAPS. ONCE AIRBORNE THE ACFT SETTLED INTO A WHEAT FIELD. THE PLT STATED EXCESSIVE AIRSPEED WAS GAINED DURING THE STEEP LANDING APCH.

Brief of Accident (Continued)

File No. - 1531

.5/27/84

ANNVILLE, PA

A/C Reg. No. N3438T

Time (Lcl) - 1230 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - DISREGARDED - PILOT IN COMMAND
4. CLEARANCE - ATTEMPTED - PILOT IN COMMAND
5. ABORTED LANDING - DELAYED - PILOT IN COMMAND
6. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
8. TERRAIN CONDITION - CROP

----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. - 1577 6/20/84 LANDENBERG, PA A/C Reg. No. NONE Time (Lcl) - 1935 EDT

-----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 103	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - TERATORN TA	Eng Make/Model - ROTAX 300	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 445	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 28 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 52	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-----

THE PLT HAD PREVIOUSLY FLOWN 75 TO 80 HRS IN AN ULTRALIGHT CONTROLLED BY A COMBINATION OF WEIGHT-SHIFT & RUDDER. ON THE DAY OF THE ACCIDENT, HE & HIS PARTNER HAD PRACTICED A SERIES OF CROW HOPS IN A TERATORN TA. THE TERATORN TA WAS A 3-AXIS CONTROLLED ULTRALIGHT WHICH HAD STICK CONTROLLED SPOILERONS & ELEVATOR & A FOOT PEDAL ACTUATED RUDDER. THE PLT STATED THAT ON HIS LAST CROW HOP, HE WAS FLYING ABOUT 5 FT ABOVE THE GROUND ACROSS AN OPEN FIELD WHEN HE FOUND HIMSELF INADVERTENTLY HEADING TOWARD A SINGLE, 40 FT TREE. HE WAS UNABLE TO TURN AWAY & DECIDED TO FLY OVER THE TREE. A CLIMB WAS INITIATED. HOWEVER, AS THE ULTRALIGHT REACHED ABOUT TREETOP LEVEL, THE VEHICLE MUSHED, THEN THE RIGHT WING DROPPED & THE ULTRALIGHT IMPACTED THE GROUND. THIS WAS THE PLT'S 1ST FLT IN THIS AIRCRAFT, WHICH HE & HIS PARTNER HAD RECENTLY PURCHASED. HE HAD NOT RECEIVED DUAL INSTRUCTION IN EITHER A TWO-PLACE ULTRALIGHT OR A CERTIFICATED POWERED ACFT. NO PREIMPACT/MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1577

6/20/84

LANDENBERG, PA

A/C Reg. No. NONE

Time (Lc1) - 1935 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER DECISION, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT UNDERSTOOD - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. PULL-UP - INITIATED - PILOT IN COMMAND
 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1409 4/21/84 WESTERLY,RI A/C Reg. No. N7634F Time (Lcl) - 2345 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -APPROACH - VFR PATTERN - FINAL					

-----Aircraft Information-----

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TETERBORO,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WESTERLY,RI	WESTERLY STATE
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 159
SE LAND	Months Since - 22	Make/Model- 62
	Aircraft Type - C-172	Instrument- 6
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - UNK/NR

-----Narrative-----

ON FINAL APPROACH TO RUNWAY 32, THE AIRCRAFT CONTACTED TREES LOCATED APPROXIMATELY 600 YARD SHORT OF THE APPROACH END OF THE RUNWAY. THE PASSENGER STATED AFTER THE ACCIDENT THAT AS THE AIRCRAFT APPROACHED THE RUNWAY, HE NOTICED THE ACFT WAS "A BIT TOO CLOSE TO THE TREES" AND THAT THE ACFT DESCENDED GRADUALLY INTO THE TREES.

Brief of Accident (Continued)

File No. - 1409

4/21/84

WESTERLY, RI

A/C Reg. No. N7634F

Time (Lcl) - 2345 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1490

5/28/84

SOUTH KINGSTON, RI

A/C Reg. No. N68T

Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA C190
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3150
No. of Seats - 5

Eng Make/Model - CONTINENTAL W-670-23
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

ELT Installed/Activated - YES-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- 320/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OAKS BLUFF, MA
Destination
ANSONIA, CT

Airport Proximity
ON AIRPORT

Airport Data
UNK

Runway Ident - 90
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1300	Last 24 Hrs -	1
Make/Model-	1300	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - UNK/NR

-----Narrative-----

ANTICIPATING DETERIORATING WEATHER CONDITIONS, THE PILOT DECIDED TO LAND AT AN UNFAMILIAR AIRSTRIP. HE LANDED LONG AND HAD COMMENCED A GO-AROUND BUT THE LANDING GEAR CAUGHT IN SWAMP GROWTH AND COLLAPSED.

Brief of Accident (Continued)

File No. - 1490

5/28/84

SOUTH KINGSTON, RI

A/C Reg. No. N68T

Time (Lcl) - 1130 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1497 6/30/84 SUMMERVILLE, SC A/C Reg. No. N3JR Time (Lcl) - 1435 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 1	0	0	0
Accident Occurred During	-DESCENT		Pass 0	0	2	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2A9	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/007 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - 2500 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 SUMMERVILLE, SC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>J.E. LOCKLIAR</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 4000/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 66</p> <p>Make/Model- 63</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- 10</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS OBSERVED THE AIRCRAFT AS THE PILOT ATTEMPTED A DOWNWIND TAKEOFF. THE TAKEOFF ROLL WAS LONGER THAN NORMAL. THE AIRCRAFT WAS OBSERVED TO BECOME AIRBORNE ABOUT 2000 FT DOWN THE RWY. THE AIRCRAFT NEVER ESTABLISHED A POSITIVE RATE OF CLIMB BUT THE NOSE WAS OSCILLATING UP AND DOWN. THE AIRCRAFT WAS ESTIMATED TO BE BETWEEN 30 AND 50 FT ABOVE THE GROUND WHEN THE NOSE DROPPED AND IT STARTED TO ROTATE TO THE RIGHT. THE AIRCRAFT IMPACTED ON THE AIRPORT IN A NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 1497

6/30/84

SUMMERVILLE, SC

A/C Reg. No. N3JR

Time (Lc1) - 1435 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1479 7/18/84 SUMTER, SC A/C Reg. No. N2851W Time (Lcl) - 2005 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 58 E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C7
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 150/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2800 FT SCATTERED

Lowest Ceiling - 25000 FT

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FLORENCE, SC

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

SUMTER MUNICIPAL

Runway Ident - 22

Runway Lth/Wid - 4800/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5720

Make/Model- 1510

Instrument- 200

Multi-Eng - 4700

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A LONG WORK DAY THE PILOT FORGOT TO EXTEND HIS LANDING GEAR AT HIS DESTINATION AIRPORT AND LANDED GEAR UP. THE PILOT REPORTED HE HAS NOT SLEPT WELL ON THE NIGHT BEFORE THE ACCIDENT AND THAT HIS ATTENTION WAS DIVERTED BY ANOTHER ACFT LANDING AHEAD OF HIM.

Brief of Accident (Continued)

File No. - 1479

7/18/84

SUMTER, SC

A/C Reg. No. N2851W

Time (Lc1) - 2005 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, FATIGUE (LACK OF SLEEP) - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1447

8/08/84

LEESVILLE, SC

A/C Reg. No. N60319

Time (Lcl) - 1150 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	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 O200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 290/012 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEESVILLE, SC
Destination
MOORESVILLE, NC

Airport Proximity
ON AIRSTRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - 90
Runway Lth/Wid - 1600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 18
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 88
Make/Model - 64
Instrument - 3
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE ATTEMPTING TO TAKEOFF FROM A 1600 FT STRIP HE WAS, "UNHAPPY WITH THE TAKEOFF ROLL". AN ABORTED TAKEOFF WAS INITIATED AND WHEN BRAKES WERE APPLIED HARD THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1447

8/08/84

LEESVILLE, SC

A/C Reg. No. N60319

Time (Lcl) - 1150 EDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. TERRAIN CONDITION - SOFT
 3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1499 8/25/84 REIDSVILLE, SC A/C Reg. No. N6771M Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT					0

-----Aircraft Information-----

Make/Model - UNIVERSAL STINSON 108-3	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 163 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	SPARTANBURG, SC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1750 -UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 155
SE LAND	Months Since - 1	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED ON A LOW APPROACH TO A SLOPING AIRSTRIP WITH POWER LINES AT THE UPHILL END. A GO-AROUND WAS COMMENCED FROM A LOW PASS, BUT INSUFFICIENT CLIMB PERFORMANCE WAS AVAILABLE, AND A PULL-UP TO CLEAR THE OBSTRUCTION RESULTED IN A STALL/MUSH INTO THE GROUND. THE AIRCRAFT NOSED OVER IN THE HIGH VEGETATION. THE PILOT STATED, "I PLACED THE AIRCRAFT IN A SITUATION IT WAS NOT CAPABLE OF GETTING OUT OF."

Brief of Accident (Continued)

File No. - 1499

8/25/84

REIDSVILLE, SC

A/C Reg. No. N6771M

Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1570 5/28/84 BERESFORD,SD A/C Reg. No. NONE Time (Lcl) - 2045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - WEEDHOPPER B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CHOTIA 460
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 25 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- VARIABLE
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
BERESFORD,SD
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 40
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS OBSERVED FLYING WHEN IT SUDDENLY NOSED DOWN AND CRASHED. ONE WITNESS SAID HE THOUGHT HE HEARD THE ENGINE QUIT RUNNING BEFORE THE NOSE DOWN. THE ACFT IMPACTED IN A VERTICAL NOSE DOWN ATTITUDE. INVESTIGATION SHOWED THAT THE PISTONS WERE SCORED, TYPICAL OF HIGH OPERATING TEMPERATURES.

Brief of Accident (Continued)

File No. - 1570

5/28/84

BERESFORD,SD

A/C Reg. No. NONE

Time (Lc1) - 2045 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - UNCONTROLLED - 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. - 1437 6/24/84 WILLIAMSPORT, TN A/C Reg. No. N6418N Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire NONE
Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	4

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 5

Eng Make/Model - CONTINENTAL TS10-520R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/007 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
WILLIAMSPORT, TN
Destination
COLUMBIA, TN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RUSSELL
Runway Ident - 36
Runway Lth/Wid - 2000/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - T210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2230 Last 24 Hrs - UNK/NR
Make/Model- 608 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR
Multi-Eng - 588

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT WHILE DEPARTING FROM A SMALL 2000 FOOT LONG PRIVATE STRIP THE ENGINE APPEARED TO LOOSE POWER. THE AIRCRAFT WOULD NOT CLIMB AND COLLIDED WITH A TREE AT THE DEPARTURE END OF THE RWY. THE ACFT THEN COLLIDED WITH SEVERAL OTHER TREES PRIOR TO COLLIDING WITH THE GRND. POST CRASH RUNNING OF THE ENG REVEALED NO EVIDENCE TO INDICATE ANY PRECRASH MECHANICAL FAILURE OR MALFUNCTION. WITNESSES STATED THAT AFTER LIFT-OFF THE ACFT APPEARED TO LEVEL OFF AT 10 TO 15 FT AGL AND FLEW STRAIGHT AHEAD COLLIDING WITH THE TREES. THERE WAS NO ATTEMPT TO AVOID THE TREES WHICH HAD CLEAR AREAS ON BOTH SIDES. IN A WRITTEN STATEMENT, THE PLT REPORTED LIFTING OFF AT 80 KTS, BUT IN A VERBAL STATEMENT, HE SAID HE HAD LIFTED OFF AT 40 KTS. ALSO, A WITNESS SAID THE GEAR STARTED RETRACTING JUST AFTER LIFT-OFF. ACCORDING TO THE PLT'S HANDBOOK, THE MAX PERFORMANCE CLIMB SPEED WAS 72 KTS & THE GEAR SHOULD HAVE BEEN RETRACTED AFTER OBSTACLES HAD BEEN CLEARED.

Brief of Accident (Continued)

File No. - 1437

6/24/84

WILLIAMSPORT, TN

A/C Reg. No. N6418N

Time (Lc1) - 2000 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. AIRSPEED - IMPROPER - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1493 8/30/84 NASHVILLE, TN A/C Reg. No. N950A Time (Lcl) - 2331 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
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1300
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
NASHVILLE, TN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

METROPOLITIAN
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 - 21
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 62 Last 24 Hrs - 1
Make/Model- 27 Last 30 Days- 10
Instrument- UNK/NR Last 90 Days- 27
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ENGINE QUIT ON FINAL APCH TO THE ARPT AS A RESULT OF FUEL STARVATION. SIXTEEN GALLONS OF FUEL REMAINED IN THE RIGHT FUEL TANK, BUT THE LEFT TANK WAS SELECTED. NO FUEL WAS FOUND IN THE LEFT TANK. THE ACFT COLLIDED WITH POWERLINES DURING THE FORCED LANDING DESCENT AND CONTROL OF THE ACFT WAS LOST. THE PLT'S STUDENT CERTIFICATE HAD EXPIRED AND A PASSENGER WAS ONBOARD.

Brief of Accident (Continued)

File No. - 1493

8/30/84

NASHVILLE,TN

A/C Reg. No. N950A

Time (Lcl) - 2331 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. CHECKLIST - NOT USED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1417 2/07/84 STRATFORD, TX

A/C Reg. No. N1038M

Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT D17S
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 4250
No. of Seats - 4

Eng Make/Model - P & W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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- 270/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DUMAS, TX
Destination
LARAMIE, WY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - D17S

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1302 Last 24 Hrs - 9
Make/Model- 1302 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED AFTER THE ACCIDENT THAT THE ENGINE FAILURE OCCURRED AS THE ACFT CLIMBED THROUGH 6500 FEET. ACCORDING TO THE PLT THE NO. 1 CYLINDER SEPARATED FROM THE RADIAL ENG. THE ACFT NOSED OVER DURING THE LANDING ON UNIMPROVED TERRAIN.

Brief of Accident (Continued)

File No. - 1417

2/07/84

STRATFORD, TX

A/C Reg. No. N1038M

Time (Lc1) - 1400 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1420

4/22/84

MULLIN, TX

A/C Reg. No. N5454J

Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - DESCENT

Fire

NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/012 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GOLDTHWAITE, 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 - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 67 Last 24 Hrs - 1

Make/Model- 5 Last 30 Days- 8

Instrument- 1 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED BY WITNESSES TO HAVE BEEN FLYING VERY LOW, PARALLELING HIGHWAY 84. A SET OF RAILROAD TRACKS PARALLEL THE HIGHWAY. BETWEEN THE RR TRACKS AND HWY IS A POWER LINE. THE WITNESSES SAW THE LEFT WING CONTACT THE PWR LINE AND THE ACFT ROLL TO THE LEFT, COLLIDING WITH THE GND NEARLY INVERTED. POWER CABLE WAS FOUND WRAPPED AROUND THE PROPELLER HUB.

Brief of Accident (Continued)

File No. - 1420

4/22/84

MULLIN, TX

A/C Reg. No. N5454J

Time (Lc1) - 1030 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. LOW PASS - INTENTIONAL - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION
7. 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

Finding(s)

8. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1401 4/24/84 SAN ANTONIO, TX A/C Reg. No. N45387 Time (Lcl) - 2100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL ADVER	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN ANTONIO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 140/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2607
SE LAND	Months Since - 20	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 725
		Instrument- 85
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RETURNING TO ARPT THE PILOT EXPERIENCED A ROUGH RUNNING ENG WITH A DROP IN RPM. THERE WAS INSUFFICIENT POWER TO MAINTAIN FLT AND AN EMERGENCY LANDING WAS MADE ON A HIGHWAY. THE ACFT WAS DAMAGED DURING THE HARD LANDING. AN EXAM OF THE ENG REVEALED THAT THE #1 ROD ASSEMBLY HAD FAILED. THERE WAS EVIDENCE OF HIGH OIL CONSUMPTION. ONLY ABOUT 1 PINT OF OIL WAS FOUND REMAINING. THE 2ND RING ON PISTONS 2, 3 & 4 WERE OIL SCRAPER RINGS. THE 1ST AND 2ND RINGS ON EACH PISTON SHOULD HAVE BEEN COMPRESSION RINGS. ALSO, THERE WAS EVIDENCE OF OVERHEATING & THE #2, #3 & #4 ROD TO CRANKSHAFT BEARINGS WERE PITTED & GALLED.

Brief of Accident (Continued)

File No. - 1401

4/24/84

SAN ANTONIO, TX

A/C Reg. No. N45387

Time (Lcl) - 2100 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, RING - IMPROPER
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID, OIL - STARVATION
4. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - NIGHT

-----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. - 1418

4/24/84

ROUNDUP, TX

A/C Reg. No. N6101V

Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	0	1
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECHCRAFT 35-C33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3050
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/016 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

BIGGIN HILL
Runway Ident - 12
Runway Lth/Wid - 2500/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	645	Last 24 Hrs -	UNK/NR
Make/Model-	480	Last 30 Days-	10	
Instrument-	25	Last 90 Days-	35	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED AFTER THE ACCIDENT THAT DURING THE TAKEOFF RUN THE ACFT WOULD NOT ACCELERATE BEYOND 60 KTS. THE PLT ABORTED THE TAKEOFF AND STEERED THE ACFT INTO TALL GRASS OFF THE LEFT SIDE OF THE RWY IN AN EFFORT TO SLOW THE ACFT AT A FASTER RATE. DURING THE EXCERSION IN THE GRASS THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1418

4/24/84

ROUNDUP, TX

A/C Reg. No. N6101V

Time (Lc1) - 1730 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. CHARTS - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. CHARTS - HIGH DENSITY ALTITUDE
 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1419 4/24/84 ROCKSPRINGS, TX

A/C Reg. No. N39815

Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - BELLANCA 17-31ATC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-K1E5
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- 180/020 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
UVALDE, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

EDWARDS COUNTY
Runway Ident - 14
Runway Lth/Wid - 3800/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND
GLIDER

Age - 56

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 4060	Last 24 Hrs	- 1
Make/Model-	1203	Last 30 Days-	UNK/NR
Instrument-	40	Last 90 Days-	30
Multi-Eng -	120	Rotorcraft -	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE CABIN DOOR OPENED IN-FLIGHT. WHILE MAKING A LANDING AT ROCKSPRINGS IN ORDER TO SHUT THE DOOR, THE PLT FAILED TO USE THE CHECKLIST AND LANDED THE ACFT WITH THE GEAR UP. THE ACFT WAS EQUIPPED WITH AN AUTO GEAR EXTENDER, BUT BECAUSE OF GUSTY WIND CONDITIONS, POWER WAS NOT REDUCED ENOUGH TO ACTIVATE THE SYSTEM.

Brief of Accident (Continued)

File No. - 1419

4/24/84

ROCKSPRINGS, TX

A/C Reg. No. N39815

Time (Lc1) - 1000 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1461 5/02/84 NEW BRAUNFELS, TX A/C Reg. No. N5063G Time (Lc1) - 1130 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 -MANEUVERING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - HUGHES 500D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3000
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 200/004 KTS

Visibility - .750 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 800 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KERRVILLE, TX

Destination

NEW BRAUNFELS, TX

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, ATP

SE LAND, ME LAND

HELICOPTER

Age - 44

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15120

Make/Model- 120

Instrument- 4000

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 120

Rotorcraft - 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DESPITE ADVERSE WX WHICH FORCED THE PLT TO STOP ONCE ENROUTE TO HIS DEST THE FLT WAS CONTINUED. DIRECTIONAL CONTROL WAS LOST WHEN THE TAIL ROTOR CONTACTED THE TERRAIN SEPARATING BOTH TAIL ROTOR BLADES FROM THE ACFT AND TORSIONALLY SHEARING THE TAIL ROTOR DRIVE SHAFT. PWR WAS REDUCED AND THE PLT AUTOROTATED INTO A FIELD. THE TAILBOOM WAS STRUCK BY THE MAIN ROTOR BLADE DURING THE LDG. DURING THE LDG.

Brief of Accident (Continued)

File No. - 1461

5/02/84

NEW BRAUNFELS, TX

A/C Reg. No. N5063G

Time (Lcl) - 1130 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - OBSCURATION
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING

Finding(s)

5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

6. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - LOSS, TOTAL
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1460 5/04/84 GALVESTON, TX A/C Reg. No. N5190E Time (Lc1) - 0920 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	0	1	0
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 180B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES-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- 12C/012 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
LA PORTE, 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)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 497
Last 24 Hrs - 1
Make/Model- 354
Last 30 Days- UNK/NR
Instrument- 45
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE A/C WAS BEING FLOWN AT ABOUT 300 FT OVER THE BAY AND THE PILOT AND PASSENGER WERE LOOKING FOR FISH. WHEN THE PILOT MADE A TURN TO FLY IN A DOWNWIND DIRECTION THE AIRCRAFT STARTED TO STALL. THE PILOT STATED THAT HE ADVANCED THE THROTTLE BUT THE ENGINE DID NOT RESPOND. HE LOWERED THE NOSE TO REGAIN FLYING SPEED THEN FLARED SO THAT TOUCH DOWN IN THE WATER WAS IN A NORMAL LANDING ATTITUDE.

Brief of Accident (Continued)

File No. - 1460

5/04/84

GALVESTON, TX

A/C Reg. No. N5190E

Time (Lc1) - 0920 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 5. AIRSPEED(VS) - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - WATER, GLASSY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

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. - 1463 5/04/84 MARBLE FALLS, TX A/C Reg. No. N321TU Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH A36TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-UB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 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- 180/015 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
ATHENS, TX
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HORSESHOE BAY
Runway Ident - 17
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1544	Last 24 Hrs	- 2
Make/Model-	628	Last 30 Days-	UNK/NR
Instrument-	263	Last 90 Days-	93
Multi-Eng -	531	Rotorcraft -	1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT DESCENDED FROM 10,500 FT TO 2300 FT, THEN CIRCLED A HOUSE 3 TIMES BEFORE TURNING TOWARD THE ARPT. AS HE ROLLED THE WINGS LEVEL & WAS PREPARING TO CALL THE ARPT, THE ENG LOST POWER. HE WAS UNABLE TO START THE ENG, SO HE ELECTED TO MAKE A FORCED LANDING IN A POND. AS THE ACFT WAS APPROACHING THE POND, THE LEFT WING STRUCK A TREE. THE ACFT THEN SPUN OUT OF CONTROL INTO A ROADWAY & WENT INTO THE POND WHERE IT BECAME SUBMERGED. ACCORDING TO THE PLT, THE FUEL GAGES INDICATED THE RIGHT TANK WAS AT LEAST 1/8 FULL AND THE LEFT TANK WAS 3/8 FULL. AFTER BEING RECOVERED FROM THE POND, THE ENG WAS STARTED & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1463

5/04/84

MARBLE FALLS, TX

A/C Reg. No. N321TJ

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1464

5/08/84

HASKELL, TX

A/C Reg. No. N6664J

Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - 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- 315/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HASKELL, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HASKELL MUNICIPAL
Runway Ident - 36
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 145	Last 24 Hrs - 1
Make/Model- 75	Last 30 Days- UNK/NR
Instrument- 5	Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING THE LANDING ROLL AND ACFT VEERED OFF THE RWY STRIKING A DIRT BANK. THE NOSE GEAR COLLAPSED UPON IMPACT WITH THE BANK. THE PLT REPORTED ONLY 145 HOURS OF FLT TIME IN THE 18 YEARS SHE HAS HAD HAD HER PRIVATE CERTIFICATE. SHE REPORTED APRX ONE HOUR OF FLT TIME IN THE 90 DAYS PRECEEDING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1464

5/08/84

HASKELL, TX

A/C Reg. No. N6664J

Time (Lc1) - 1730 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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

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. - 1416

5/13/84

VICTORIA, TX

A/C Reg. No. N2539V

Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 170
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 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- 160/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BALL
Runway Ident - 17
Runway Lth/Wid - 2600/ 120
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 868
Last 24 Hrs - 1
Make/Model- 734
Last 30 Days- 5
Instrument- 33
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE ON A LONG FINAL APPROACH POWER WAS REDUCED FOR DESCENT. SHORTLY THEREAFTER THE THROTTLE WAS APPLIED BUT THE ENGINE FAILED TO RESPOND. THE AIRCRAFT LANDED 100 YARDS SHORT OF RWY 17. THE PILOT STATED AFTER THE ACCIDENT THAT HE ATTRIBUTES THE LACK OF ENGINE RESPONSE TO CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 1416

5/13/84

VICTORIA, TX

A/C Reg. No. N2539V

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1425 5/27/84 FORT WORTH, TX A/C Reg. No. N30144 Time (Lc1) - 1920 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	0

-----Aircraft Information-----

Make/Model	- CESSNA 177	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	- 2275	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/015 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FORT WORTH, TX</p> <p>Destination DENTON, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - HIGH VEGETATION</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 206
SE LAND	Months Since - 10	Make/Model- 28
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

ACFT HAD POWER LOSS AT 2500 MSL 5 MIN AFTER TAKEOFF. A FORCED LANDING WAS MADE & THE ACFT COLLIDED WITH A TREE DURING THE LNDG ROLL. EXAMINATION OF ACFT DISCLOSED THAT THE MIXTURE CONTROL CABLE SEPARATED FROM THE ARM AT THE ENGINE WHERE IT HAD BEEN OVER TIGHTENED WITH A SECURING BOLT.

Brief of Accident (Continued)

File No. - 1425

5/27/84

FORT WORTH, TX

A/C Reg. No. N30144

Time (Lcl) - 1920 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MIXTURE CONTROL, LINKAGE - OVERTORQUE
 2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
 3. MIXTURE CONTROL, CABLE - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1422 5/31/84 ANDREWS, TX A/C Reg. No. N9075Y Time (Lcl) - 1027 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	1	0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
ANDREWS, TX
Destination
ANDREWS, TX

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)
COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 55
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 10544
Make/Model- 133
Instrument- 699
Multi-Eng - 7274
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 85
Rotorcraft - 133

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE HELICOPTER WAS OPERATING AT 55 PERCENT POWER ON THE GND WHILE AWAITING THE PAX TO BOARD. THE PASSENGER WALKED INTO THE TAILROTOR AND RECEIVED SERIOUS INJURIES. THE PLT STATED THAT THE COMPANY DOES NOT HAVE SAFETY PROCEDURES FOR OPERATING AROUND HELICOPTERS. THIS WAS TO BE THE PAX FIRST HELICOPTER RIDE.

Brief of Accident (Continued)

File No. - 1422

5/31/84

ANDREWS, TX

A/C Reg. No. N9075Y

Time (Lc1) - 1027 CDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. CREW/GROUP BRIEFING - NOT PERFORMED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INATTENTIVE - OTHER PERSON

-----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. - 1458

6/09/84

SUGARLAND, TX

A/C Reg. No. N850MA

Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2N

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 10361

No. of Seats - 10

Eng Make/Model - AIRESEARCH PTE-331-5252M

Number Engines - 2

Engine Type - TURBOPROP

Rated Power - UNK/NR

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- 140/014 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 3300 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOUSTON, TX

Destination

SUGARLAND, TX

Airport Proximity

ON AIRPORT

Airport Data

HULL FIELD

Runway Ident - 17

Runway Lth/Wid - 4540/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 654 Last 24 Hrs - 0

Make/Model- 19 Last 30 Days- UNK/NR

Instrument- 338 Last 90 Days- 29

Multi-Eng - 88

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SHORT FLIGHT FROM HOBBY TO HULL AIRPORT WAS CONDUCTED IN VFR CONDITIONS. A VISUAL APPROACH WAS MADE TO RUNWAY 17 AT HULL AIRPORT. THE PILOT REPORTED THAT HE WAS HIGH ON THE APPROACH PATH WHEN HE TURNED TO THE FINAL APPROACH HEADING. HE REDUCED POWER TO DESCEND TO THE PROPER GLIDE PATH. THEN NOTICED THAT HIS RATE OF DESCENT OF ABOUT 900 FPM. POWER WAS ADDED TO CHECK THE DESCENT RATE. WHEN THE FLAPS WERE LOWERED FROM 20 DEGREES TO 40 DEGREES, ON SHORT FINAL, THE DESCENT RATE AGAIN INCREASED AND AGAIN PWR WAS ADDED AND THE NOSE RAISED TO SLOW THE DESCENT RATE. THE A/C TOUCHED DOWN ABOUT 75 FT SHORT OF THE RUNWAY. THE A/C LANDING GEAR WAS DAMAGED BY THE RAILROAD TIES ON THE BANK OF A CANAL.

Brief of Accident (Continued)

File No. - 1458

6/09/84

SUGARLAND, TX

A/C Reg. No. N850MA

Time (Lc1) - 1130 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
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. - 1459

7/28/84

DENTON, TX

A/C Reg. No. N38279

Time (Lcl) - 0900 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	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 350/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DENTON, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - .VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)
Total	5896
Make/Model-	350
Instrument-	379
Multi-Eng -	3593
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	171

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER TAKEOFF HE DID 3 TOUCH AND GO LANDING THEN STARTED A SERIES OF STALLS. AFTER ENTRY INTO A CROSS-CONTROL SPIN TO THE LEFT, HE FOUND THAT HE COULD NOT APPLY ENOUGH RIGHT PEDAL TO RECOVER. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE FRONT SEAT BELT HAD NOT BEEN SECURED PROPERLY AND HAD LOOPED AROUND THE RIGHT RUDDER PEDAL.

Brief of Accident (Continued)

File No. - 1459

7/28/84

DENTON, TX

A/C Reg. No. N38279

Time (Lc1) - 0900 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING

Finding(s)

1. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLT CONTROL SYST, RUDDER CONTROL - BLOCKED(PARTIAL)
4. RUDDER - REDUCED - PILOT IN COMMAND
5. SEAT BELT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. DIRECTIONAL CONTROL - 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) 2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1568 8/18/84 ORANGE, TX A/C Reg. No. NONE Time (Lcl) - 0840 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire NONE	Crew 0	1	0	0
Flight Conducted Under -14 CFR 103		Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - MATTISON MAC MU-200	Eng Make/Model - KOHLER TWIN	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 30 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	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	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO LAW ENFORCEMENT OFFICERS, WHO RESPONDED TO THE SCENE, THE PLT OF THE ULTRALIGHT VEHICLE WAS ATTEMPTING TO LAND IN A FIELD WHEN HE ENCOUNTERED A X-WIND & INITIATED A GO-AROUND. DURING THE GO-AROUND, THE VEHICLE STRUCK A 30 FT TREE WHILE IN A LEFT BANK. THE ULTRALIGHT THEN IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1568

8/18/84

ORANGE, TX

A/C Reg. No. NONE

Time (Lc1) - 0840 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation

----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) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1571

9/22/84

MCKINNEY, TX

A/C Reg. No. NONE

Time (Lcl) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	2	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 103

Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - MITCHELL WING T-10R263

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 750

No. of Seats - 2

Eng Make/Model - KAWASAKI TA440

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 36 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - 6.0 SM

Lowest Sky/Clouds - 200 FT SCATTERED

Lowest Ceiling - BROKEN

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MCKINNEY, TX

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AERO-COUNTRY

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A PERSON WHO HELPED ASSEMBLE THE ULTRALIGHT VEHICLE FOR FLT, THE BASE OF THE CLOUDS WERE AT ABOUT 200 FT AGL, WHEN THE PLT TOOK OFF. THE HELPER EXPECTED THE PLT TO RETURN & LAND DUE TO THE WX; HOWEVER, THE VEHICLE CRASHED IN A WOODED AREA. THERE WAS EVIDENCE THAT IT CRASHED WHILE FALLING VERTICALLY IN A WINGS LEVEL ATTITUDE & MOVING REARWARD. FLT CONTROL CONTINUITY WAS VERIFIED & ALL 3 PROP BLADES EXHIBITED ROTATIONAL DAMAGE. THE THROTTLE CONTROL CABLE WAS FOUND DISCONNECTED FROM THE CARBURETOR. THE CARBURETOR WAS DISASSEMBLED & THE CABLE'S SWAGED END FITTING WAS FOUND LYING LOOSE IN THE BODY OF THE CARBURETOR. WITH THE SWAGED END OFF OF THE CABLE, THE ENG WOULD HAVE GONE TO IDLE POWER. NO EVIDENCE WAS FOUND TO SHOW THAT THE CABLE WAS FORCIBLY PULLED LOOSE. APRX 45 MI SOUTH A DALLAS, TX, THE 0748 CDT WX WAS: 300 FT SCATTERED, 900 FT BROKEN, VISIBILITY 6 MI WITH FOG & DRIZZLE, WIND CALM.

Brief of Accident (Continued)

File No. - 1571

9/22/84

MCKINNEY, TX

A/C Reg. No. NONE

Time (Lcl) - 0830 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - DISCONNECTED
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

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. - 1593

7/07/84

BRYCE,UT

A/C Reg. No. N25673

Time (Lcl) - 1425 MDT

-----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	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF	Pass 0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - 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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/012 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OGDEN,UT

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BRYCE CANYON
Runway Ident - UNK/NR
Runway Lth/Wid - 7400/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 26

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 25	Last 24 Hrs	- UNK/NR
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT THE WIND WAS CALM. THE ARPT MGR SAID THAT THE WIND WAS 5-10 KTS FROM ABOUT 180 DEGREES. THE ACFT ACCORDING TO HIM WENT OFF THE LEFT SIDE OF THE RWY INTO DIRT AT FULL PWR. THE ACFT WENT BACK TO THE RWY HEADING STILL AT FULL POWER. THE PLT PULLED THE ACFT UP OVER A RWY BOUNDARY MARKER AND STALLED BACK TO THE GROUND AND BOUNCED 3 TIMES BEFORE COLLAPSING THE LANDING GEAR. THE TEMPERATURE WAS 93 DEGREES AND THE DENSITY ALT WAS 1182 FT.

Brief of Accident (Continued)

File No. - 1593

7/07/84

BRYCE,UT

A/C Reg. No. N25673

Time (Lc1) - 1425 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND
7. WEATHER CONDITION - HIGH DENSITY ALTITUDE
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. LIFT-OFF - PREMATURE - PILOT IN COMMAND
10. STALL - UNCONTROLLED - PILOT IN COMMAND
11. ABORTED TAKEOFF - NOT USED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

12. TERRAIN CONDITION - DIRT BANK
13. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
14. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,11,12,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1430 7/11/84 SPANISH FORK, UT A/C Reg. No. NONE Time (Lcl) - 1935 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - WEEDHOPPER UNKNOWN
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 260/003 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 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 ULTRALIGHT WAS TAKING OFF FROM A STREET WITH OBSTRUCTIONS ON EITHER SIDE. THE PLT SAID THAT DURING THE CLIMBOUT, HE ENCOUNTERED A X-WIND FROM THE NORTH WHICH BLEW HIM INTO A LAMP POST. THE VEHICLE AND POLE WERE DAMAGED AND THE VEHICLE CRASHED TO THE GROUND. THE PLT BROKE HIS LEG IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1430

7/11/84

SPANISH FORK, UT

A/C Reg. No. NONE

Time (Lc1) - 1935 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - CROSSWIND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. OBJECT - UTILITY POLE
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6,8

Factor(s) relating to this accident is/are finding(s) 2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1507 3/05/84 MANASSAS, VA A/C Reg. No. N9011P Time (Lc1) - 2156 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
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-D445
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 188/005 KTS
Visibility - .375 SM.
Lowest Sky/Clouds - 200 FT
Lowest Ceiling - OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MIAMI, FL
Destination
WOODBIDGE, VA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MANASSAS MUNICIPAL
Runway Ident - 16R
Runway Lth/Wid - 3700/ 100
Runway Surface - ASPHALT
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - PA-24

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total	3422
Last 24 Hrs	0
Make/Model- UNK/NR	Last 30 Days- 33
Instrument- 582	Last 90 Days- 76

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED ON MISSED APPROACH AT NIGHT IN WEATHER CONDITIONS BELOW THE DESTINATION MINIMUMS AFTER APRX 5 HOURS AND 25 MINUTES OF FLIGHT. PERFORMANCE COMPUTATIONS INDICATED THE ACCIDENT OCCURRED AT OR NEAR THE TIME OF PROJECTED FUEL EXHAUSTION. METALLURGICAL EXAMINATION COULD NOT DETERMINE THAT A MALFUNCTION IN THE ALTIMETER OCCURRED BEFORE IMPACT. SEVERAL WITNESSES HEARD THE ENGINE "CUT-OUT" BEFORE IMPACT. IT WAS DETERMINED THAT THE ACCIDENT OCCURRED DURING AN UNCONTROLLED DESCENT IN INSTRUMENT CONDITIONS AFTER AN ENGINE FAILURE AS A RESULT OF FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1507

3/05/84

MANASSAS,VA

A/C Reg. No. N9011P

Time (Lcl) - 2156 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,ALTIMETER - UNDETERMINED
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. FLUID,FUEL - LOW LEVEL
5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
6. WEATHER CONDITION - BELOW APPROACH MINIMUMS
7. MISSED APPROACH - INITIATED - PILOT IN COMMAND
8. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)

9. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

10. DESCENT - UNCONTROLLED - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - 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) 2,4,5,6,10

Factor(s) relating to this accident is/are finding(s) 3,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1543 4/27/84 SUFFOLK,VA A/C Reg. No. N37MA Time (Lcl) - 1150 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLIGHT
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020
Visibility - 6.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUFFOLK,VA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SUFFOLK
Runway Ident - 33
Runway Lth/Wid - 3200/ 150
Runway Surface - N/A
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
NONE
HELICOPTER

Age - 53

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2434	Last 24 Hrs	- 3
Make/Model-	29	Last 30 Days-	UNK/NR
Instrument-	230	Last 90 Days-	UNK/NR
Multi-Eng	- 122		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL TAKEOFF CLIMB THE ACFT CONTACTED POWER LINES LOCATED 584 FT FROM THE END OF THE RWY. THIS WAS AN INITIAL TEST FLT OF THE ACFT AFTER HAVING THE ENGINE OVERHAULED. THE PLT STATED AT AN ALT OF APRX 50 FT AGL THE ENGINE BEGAN TO LOSE POWER AND THE 50 FT ALT WAS REACHED NEAR THE RWY 7/25 INTERSECTION. THIS LEFT APRX 1400 FT OF RWY PLUS A 550 FT OVERRUN AREA REMAINING. THE PLT STATED THAT AFTER ACCOMPLISHING THE EMERGENCY CHECKLIST IT WAS NOTICED THE POWER HAD REDUCED EVEN FURTHER. THE TAKEOFF WAS CONTINUED AND THE POWER LINES WERE CONTACTED. TWO WITNESSES STATED THEY HEARD NO POWER INTERRUPTION. ONE OF THESE WITNESSES STATED THE ACFT BOUNCED ON THE RWY DURING THE TAKEOFF ROLL AND THE CLIMB WAS INITIATED LATE. POST ACCIDENT INSPECTION OF THE ENGNE AND PROPELLER REVEALED NO VISIBLE ABMORNALITIES.

Brief of Accident (Continued)

File No. - 1543

4/27/84

SUFFOLK,VA

A/C Reg. No. N37MA

Time (Lc1) - 1150 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. OBJECT - WIRE,STATIC
4. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1563 7/31/84 SMITHFIELD, VA A/C Reg. No. NONE Time (Lcl) - 0845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -MANEUVERING

Aircraft Damage
NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AMERICAN AEROLIGHTS EAGLE XL Eng Make/Model - CUYUNA 43OR
Landing Gear - TRICYCLE-FIXED Number Engines - 1
Max Gross Wt - 440 Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 1 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 - 5.0 SM

Lowest Sky/Clouds - 1200 FT SCATTERED

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ATLANTIC ULTRALIGHTS

Runway Ident - 10

Runway Lth/Wid - 1700/ 40

Runway Surface - GRASS/TURF

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - 54

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 6

Make/Model- 4

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 4

Last 90 Days- 6

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE ULTRALIGHT VEHICLE, A STUDENT, WAS IN RADIO CONTACT WITH HIS INSTRUCTOR THRU USE OF A PORTABLE HAND-HELD UHF TRANSCEIVER. ABOUT 10 MIN AFTER TAKEOFF, THE INSTRUCTOR ASKED HIM TO RETURN TO THE AIRSTRIP FOR A PRACTICE POWER OFF LANDING. DURING THE APCH, WHEN THE VEHICLE WAS ABOUT 1/2 MI FROM THE STRIP AT 600 TO 800 FT AGL, THE INSTRUCTOR ASKED HIM TO REDUCE THE POWER TO IDLE. THE INSTRUCTOR HAD HEARD THE POWER REDUCTION TO ABOUT 50% WHEN HE OBSERVED THE NOSE OF THE VEHICLE PITCH DOWN. FROM HIS POSITION, THE VEHICLE APPEARED TO FLIP OVER, SIMILAR TO AN OUTSIDE LOOP, BUT WITH NO LOSS OF ALT. (THE OPERATOR BELIEVED THERE MIGHT HAVE BEEN A RAPID NOSE DOWN, THEN NOSE UP PITCH WHICH APPEARED TO BE A TUMBLE.) IMMEDIATELY AFTER THE VEHICLE RETURNED TO AN UPRIGHT POSITION, THE WINGS FOLDED UPWARD, THEN THE ULTRALIGHT ENTERED A DESCENT & CRASHED. NO EVIDENCE OF FATIGUE OR PRE-ACCIDENT MALFUNCTION WAS FOUND. A PATHOLOGICAL EXAM REVEALED EVIDENCE OF CORONARY ARTERY DISEASE & ANGINA. MEDICAL EXAMINER SUSPECTED PHYSICAL IMPAIRMENT.

Brief of Accident (Continued)

File No. - 1563

7/31/84

SMITHFIELD,VA

A/C Reg. No. NONE

Time (Lc1) - 0845 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (OTHER CARDIOVASCULAR) - PILOT IN COMMAND
4. MANEUVER - INADVERTENT - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

5. WING - FAILURE, TOTAL
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

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. - 1574 8/14/84 SOUTH BOSTON,VA A/C Reg. No. NONE Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 103	NONE	0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - ULTRALIGHT FLIGHT PHANTOM	Eng Make/Model - KAWASAKI TA440A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 510	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 37 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	Airport Data WILLIAM M. TUCK
Method - N/A	Destination LOCAL	Runway Ident - 23
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - 3000/ 300
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Wind Dir/Speed- 210/004 KTS	Type of Clearance - NONE	Runway Status - DRY
Visibility - 8.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Sky/Clouds - 3000 FT SCATTERED		
Lowest Ceiling - UNK/NR		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - PA-32	Make/Model- 1
		Last 30 Days- 6
		Instrument- UNK/NR
		Last 90 Days- 6
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ARRIVED AT THE ARPT ABOUT 1530 FOR A DEMO FLT & POSSIBLE PURCHASE OF A PHANTOM ULTRALIGHT. THE FBO HAD THE PLT FLY A C-152 FROM THE RIGHT SEAT TO FAMILIARIZE THE PLT TO FLY WITH THE CONTROL STICK ON THE RIGHT & THE THROTTLE ON THE LEFT SINCE THIS IS THE WAY THE PHANTOM IS CONFIGURED. FOUR TAKEOFFS & LANDINGS WERE PERFORMED DURING THE 30 MIN FLT. THE PLT THEN TOOK OFF IN THE PHANTOM & FLEW 10-15 MIN IN THE LOCAL AREA BEFORE RE-ENTERING THE TRAFFIC PATTERN. ON SHORT FINAL, 20-50 FT AGL, THE ULTRALIGHT WAS OBSERVED TO PORPOISE SLIGHTLY A FEW TIMES. IT THEN DOVE NOSE DOWN AT A 30-45 DEG ANGLE ONTO THE GRASS RWY. THE PLT LATER STATED HE WAS EXECUTING A GO-AROUND & HIS NATURAL REFLEX ACTION WAS TO ADVANCE THE THROTTLE WITH HIS RIGHT HAND.

Brief of Accident (Continued)

File No. - 1574

8/14/84

SOUTH BOSTON,VA

A/C Reg. No. NONE

Time (Lc1) - 1630 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. ELEVATOR - INADVERTENT USE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1448 8/18/84 CHESAPEAKE, VA A/C Reg. No. N256AA Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH J35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 3500 FT THIN BKN
Lowest Ceiling - 8000 FT OVERCAST
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

HAMPTON ROADS
Runway Ident - 20
Runway Lth/Wid - 3526/ 70
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	6000	Last 24 Hrs	-	2
Make/Model	-	250	Last 30 Days	-	UNK/NR
Instrument	-	110	Last 90 Days	-	20
Multi-Eng	-	1000			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD NOT BEEN FLOWN FOR ABOUT 5 YRS. THE PLT, WHO WAS A MECHANIC, PERFORMED AN ENG GROUND RUN & THE ENG STOPPED AFTER HE NOTED A FUEL FLOW PROBLEM. HE EXAMINED THE ENG & FOUND THAT THE FUEL INJECTORS WERE CLOGGED WITH CORROSION. THEY WERE CLEANED, & AFTERWARDS, THE ENG WAS GROUND RUN FOR APRX 30 MIN AT SEVERAL POWER SETTING & IT PERFORMED WITHOUT INCIDENT. BEFORE TAKING OFF ON A TEST FLT, ANOTHER GROUND RUN-UP WAS MADE. DURING TAKEOFF AT ABOUT 200 FT AGL, THE ENG LOST POWER. AT THAT TIME, THE FUEL GAGE WAS REPORTEDLY PEGGED, INDICATING BLOCKAGE. THE ACFT WAS THEN LANDED IN A MATURE CORN FIELD & WAS DAMAGED. AN EXAM OF THE ENG REVEALED CORROSION IN THE FUEL LINES.

Brief of Accident (Continued)

File No. - 1448

8/18/84

CHESAPEAKE,VA

A/C Reg. No. N256AA

Time (Lc1) - 1600 EDT

Occurrence #1

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,LINE - CORRODED
 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
 3. FUEL SYSTEM - BLOCKED(PARTIAL)
-

Occurrence #2

FORCED LANDING

Phase of Operation

LANDING

Occurrence #3

ON GROUND COLLISION WITH TERRAIN

Phase of Operation

LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - 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. - 1445 8/25/84 VIRGINIA BEACH,VA A/C Reg. No. N53957 Time (Lc1) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - 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 - NO
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	ON AIRSTRIP
Method - N/A	VIRGINIA BEACH,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ATLANTIC AIRPARK
Wind Dir/Speed- 010/016 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 672
SE LAND	Months Since - UNK/NR	Make/Model- 320
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 3
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 134

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING ROLL PLT DIVERTED AIRCRAFT TO RIGHT TO AVOID A TRUCK WHICH HAD PULLED ONTO THE RUNWAY. THIS PLACED THE AIRCRAFT IN LINE WITH BANNER TOWING EQUIPMENT. THE PLT APPLIED THE BRAKES WHILE THE TAIL WHEEL WAS STILL OFF THE GROUND IN ATTEMPTS TO STOP PRIOR TO COLLIDING WITH THE EQUIPMENT. THE AIRCRAFT SLOWED SOME AND THEN NOSED OVER ONTO ITS BACK. THE PLT STATED THE ACCIDENT COULD HAVE BEEN AVOIDED IF SHE HAD ADDED POWER AND RELEASED THE BRAKES JUST BEFORE THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1445

8/25/84

VIRGINIA BEACH, VA

A/C Reg. No. N53957

Time (Lcl) - 1330 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1550 8/25/84 WARRENTON,VA A/C Reg. No. N14YA Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BLANIK L-13
Landing Gear - HULL
Max Gross Wt - 1102
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
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- 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
WARRENTON,VA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

WARRENTON AIRPARK
Runway Ident - 22
Runway Lth/Wid - 2215/ 85
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
NONE
GLIDER

Age - 61

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	- 184	Last 24 Hrs	- 1
Make/Model-	184	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INADVERTANTLY DEPLOYED THE FLAPS ON FINAL APCH INSTEAD OF THE SPOILERS. THE GLIDER OVERSHOT THE AIRSTRIP TOUCHING DOWN IN ROUGH TERRAIN OFF THE DEPARTURE END.

Brief of Accident (Continued)

File No. - 1550

8/25/84

WARRENTON,VA

A/C Reg. No. N14YA

Time (Lcl) - 1630 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. SPOILER EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. LOWERING OF FLAPS - INADVERTENT - PILOT IN COMMAND
3. PLANNED APPROACH - NOT POSSIBLE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1436

9/16/84

WAYNESBORO,VA

A/C Reg. No. N3257U

Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

2

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1540
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470 LCR

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- 340/005 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WAYNESBORO,VA

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

WAYNESBORO

Runway Ident - 05

Runway Lth/Wid - 2009/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 63

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1700

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - 110

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE ON FINAL APPROACH THE AIRCRAFT ENCOUNTERED A DOWNDRAFT AND WAS FORCED DOWN SHORT OF THE RUNWAY. PILOT SUGGESTED THAT HE MAY HAVE ALSO ENCOUNTERED POSSIBLE WIND SHEAR.

Brief of Accident (Continued)

File No. - 1436

9/16/84

WAYNESBORO, VA

A/C Reg. No. N3257U

Time (Lc1) - 1715 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
 1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - DOWNDRAFT
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 1542 6/09/84 TOLEDO,WA A/C Reg. No. N2132Y Time (Lcl) - 1645 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	0

-----Aircraft Information-----

Make/Model - CESSNA 172D	Eng Make/Model - CONTINENTAL D-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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TOLEDO,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TOLEDO-WINLOCK
Wind Dir/Speed- 34C/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	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-----

DURING A HARD LANDING THE ACFT BOUNCED AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1542

6/09/84

TOLEDO,WA

A/C Reg. No. N2132Y

Time (Lc1) - 1645 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Occurrence #2
Phase of Operation

Finding(s)
3. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1509 7/22/84 BLAINE,WA A/C Reg. No. N8315M Time (Lcl) - 1430 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 -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150K AEROBAT	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- 300/005 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 FRIDAY HARBOR,WA</p> <p>Destination BLAINE,WA</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 ON AIRPORT</p> <p>Airport Data</p> <p>BLAINE MUNICIPAL</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 2100/ 26</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 - 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> <p>Total - 40</p> <p>Make/Model- 13</p> <p>Instrument- 2</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD JUST RETURNED TO HIS HOME AIRPORT AFTER A X-COUNTRY FLIGHT. HE HAD NOT REFUELED AT THE LAST AIRPORT AND WAS AWARE THAT BOTH FUEL GAGES WERE BELOW ONE QUARTER TANK. HE SAID THAT HIS FIRST APPROACH WAS TOO HIGH. THE SECOND APPROACH WAS ABORTED DUE TO AN AIRCRAFT IN THE RUNWAY TURN-OFF AREA. THAT A/C MADE A DOWNWIND TAKE-OFF. ON DOWNWIND FOR THE THIRD APPROACH THE OTHER AIRCRAFT BECAME AIRBORNE AND DELAYED THE STUDENT PILOTS TURN TO FINAL, SINCE THEY WERE ON PARALLEL HEADINGS. WHEN HE FINALLY ARRIVED OVER THE RUNWAY HE FOUND HE WAS TOO HIGH AGAIN THEREFORE ANOTHER GO-AROUND WAS STARTED. AS HE TURNED CROSSWIND THE ENGINE COUGHED, HE TURNED BACK TOWARD THE RUNWAY AND MADE A DOWNWIND LANDING. HE COULD NOT STOP ON THE RUNWAY AND DAMAGED THE NOSE GEAR DURING THE OVER RUN. HE STATED THAT HE THOUGHT THE AIRCRAFT WAS OUT OFF FUEL WHEN THE ENGINE COUGHED. AFTERWARDS ABOUT FIVE GALLONS OF FUEL WERE DRAINED OUT OF THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 1509

7/22/84

BLAINE, WA

A/C Reg. No. N8315M

Time (Lc1) - 1430 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FUEL SUPPLY - NOT UNDERSTOOD - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - TAILWIND
 3. IN-FLIGHT PLANNING/DECISION - PREMATURE - PILOT IN COMMAND
 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1583 6/15/84 LEROY, WI A/C Reg. No. N59662 Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	ON GROUND	Pass 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	- 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	- 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- 110/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WAUPUN, WI</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6578
SE LAND,ME LAND	Months Since - 7	Make/Model- 78
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 245
		Multi-Eng - 113
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 122
		Rotorcraft - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES WHILE TURNING DURING AN AERIAL APPLICATION MISSION. THE PLT SAID THAT THE ACFT STARTED LOSING ALTITUDE IN THE TURN AND DESPITE APPLICATION OF FULL POWER IT CONTINUED TO SETTLE UNTIL TREES WERE HIT. THE PLT REPORTED THAT DURING PREVIOUS FLIGHTS HE HAD PROBLEMS RETRACTING THE FLAPS. HE SAID THAT DURING THIS TURN HE EXTENDED THE FLAPS. THE FLAPS WERE UP AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1583

6/15/84

LEROY, WI

A/C Reg. No. N59662

Time (Lc1) - 0800 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1561 7/07/84 HARTFORD, WI A/C Reg. No. NONE Time (Lcl) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -LANDING

MINOR
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PTERODACTYL FLEDGLING
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 425
No. of Seats - 1

Eng Make/Model - CUYUNA 429
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 30 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - 44
Biennial Flight Review
Current - NO
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	76	Last 24 Hrs	1
Make/Model	76	Last 30 Days	1
Instrument	UNK/NR	Last 90 Days	1
Multi-Eng	UNK/NR	Rotorcraft	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS IN THE TAKEOFF CLIMB AT ABOUT 75 FT AGL WHEN THE ENGINE FAILED. DURING THE EMERGENCY FORCED LANDING, THE ACFT LANDED HARD ON UPSLOPING TERRAIN & THE NOSE GEAR FAILED IN OVERLOAD. INVESTIGATION REVEALED THAT AN IGNITION WIRE WAS WORN AND HAD SHORTED TO THE ACFT FRAME.

Brief of Accident (Continued)

File No. - 1561

7/07/84

HARTFORD,WI

A/C Reg. No. NONE

Time (Lcl) - 1545 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM - SHORTED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD
4. TERRAIN CONDITION - RISING

Occurrence #4 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) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1589

8/25/84

INDEPENDENCE, WI

A/C Reg. No. N2217L

Time (Lcl) - 1230 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	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire NONE

-----Aircraft Information-----

Make/Model - BEECHCRAFT B-24-R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KENOSHA, WI
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 18
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 94
Last 24 Hrs - 2
Make/Model- 94
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES NEAR THE DEPARTURE END OF THE FIELD DURING AN ATTEMPTED GO-AROUND. A PASSENGER REPORTED THAT THE GO-AROUND WAS INITIATED AT ABOUT 100 FT AGL, 1/2 WAY DOWN THE FLD. THE PLT SAID THE FLD WAS IN A VALLEY, IT WAS A HOT (REPORTED TEMP 71 DEGREES) DAY AND THE ACFT WOULD NOT CLIMB FAST ENOUGH.

Brief of Accident (Continued)

File No. - 1589

8/25/84

INDEPENDENCE, WI

A/C Reg. No. N2217L

Time (Lc1) - 1230 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1483 7/20/84 TAMS,WV

A/C Reg. No. N91307

Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 133
Accident Occurred During -TAKEOFF

Aircraft Damage		Injuries			
DESTROYED		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
ON GROUND	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 204 UH 1B	Eng Make/Model - LYCOMING T-53-L11D	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8500	Engine Type - TURBOSHAFT	
No. of Seats - UNK/NR	Rated Power - 1100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6200
SE LAND	Months Since - 16	Make/Model- 1400
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 167
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - 6100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN OVER GROSS TAKEOFF WAS ATTEMPTED FROM A 500 FT LONG ZONE. TRANSLATIONAL LIFT WAS NOT ACHIEVED AND ROTOR RPM DETERIORATED. THE HELICOPTER COLLIDED WITH TREES, CRASHED & BURNED. THE PLT STATED THAT THE WIND MAY HAVE SHIFTED DURING HIS TAKEOFF.

Brief of Accident (Continued)

File No. - 1483

7/20/84

TAMS,WV

A/C Reg. No. N91307

Time (Lc1) - 0930 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 4. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
 5. IMPROPER DECISION, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1525 8/21/84 PARKERSBURG,WV A/C Reg. No. N4278U Time (Lc1) - 2210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150D	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	GIL ROBB WILSON
Wind Dir/Speed- 120/004 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4700
SE LAND,ME LAND,SE SEA	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 800
		Instrument- 750
		Multi-Eng - 1100
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS UNABLE TO SEE THE DEER ON THE RWY DURING THE LANDING ROLL BECAUSE OF THE DARK NIGHT CONDITIONS.

Brief of Accident (Continued)

File No. - 1525

8/21/84

PARKERSBURG, WV

A/C Reg. No. N4278U

Time (Lc1) - 2210 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - ANIMAL(S)
2. LIGHT CONDITION - DARK NIGHT
3. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00065 7174

NTSB-AAB-86-04

Brief Format

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