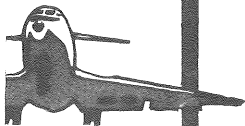


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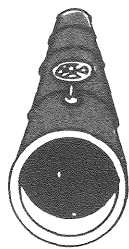
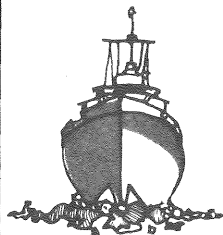
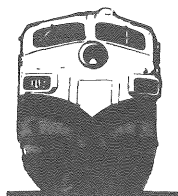


NATIONAL TRANSPORTATION SAFETY BOARD

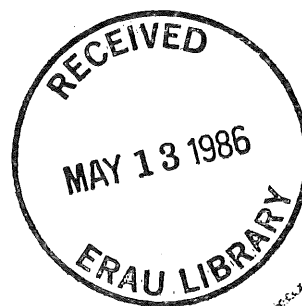
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

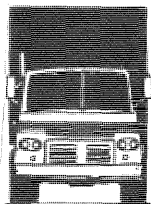
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 9 OF 1984 ACCIDENTS



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes			
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p>File Numbers: 1601 through 1800</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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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 there 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 9

CALENDAR YEAR 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1601	758FN	101484	CORNING, CA	CESSNA	R172	NONE	72
1602	8325V	092584	JACKSON, TN	PIPER	PA-28-181	NONE	314
1603	12KH	021784	CULLMAN, AL	BELL	47GL	FATAL	6
1604	61219	101284	BROOKHAVEN, MS	CESSNA	150J	MINOR	204
1605	231	062084	CUMMING, GA	CAMAIR	480	FATAL	122
1606	858E	090284	CALHAN, CO	MOLINO OY	PIK-20	SERIOUS	84
1607	3039Q	062084	LAS CRUCES, NM	CESSNA	182K	NONE	240
1608	6695C	083184	HUNTINGTON BCH, CA	BEECH	C-23	MINOR	62
1609	56520	053184	MARIETTA, GA	MAULE	M-6-235	SERIOUS	120
1610	2346J	060984	BLANDING, UT	BEECH	23	NONE	342
1611	2292M	070984	LOS ALAMOS, NM	PIPER	PA-28R-201	NONE	242
1612	738FA	051484	KINDRED, ND	CESSNA	172N	NONE	220
1613	4967P	090384	RUBIDOUX, CA	PIPER	PA-23-235	FATAL	64
1614	57396	070684	GORST, WA	BELLANCA	7GCBC	SERIOUS	358
1615	8365K	071784	ROE, AR	GRUMMAN	G-164B	NONE	24
1617	44GP	092784	NICEVILLE, FL	THOMAS	PITTS SPEC	NONE	108
1618	38685	100384	MILLEDGEVILLE, GA	PIPER	J3C-65	NONE	124
1619	8771D	020484	HOBOKEN, GA	PIPER	PA-22-150	FATAL	114
1620	6558K	021984	DAWSON, GA	GRUMMAN	G-164B	FATAL	116
1621	11JJ	050684	PAINTER, VA	BELLANCA	17-30A	SERIOUS	350
1622	9657Q	082384	WINSTON-SALEM, NC	CESSNA	172M	NONE	216
1623	4772K	051884	RAMONA, CA	CESSNA	P210N	MINOR	52
1624	5654A	051284	MONTAGUE, CA	CESSNA	172	NONE	50
1625	6651Q	041984	ARBUCKLE, CA	GRUMMAN	G-164B	NONE	46
1626	3574Z	062884	STANLEY, ND	PIPER	PA-18-150	NONE	222

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1627	8917V	070684	MINNEWAUKAN, ND	CESSNA	172	NONE	224
1628	6293V	050684	DALLAS, GA	CESSNA	172RG	FATAL	118
1629	8280K	080184	BOUNTIFUL, UT	STINSON	108-1	NONE	344
1630	1980U	082284	AKRON, CO	CESSNA	185	NONE	80
1631	58397	070284	MT. ST. HELENS, WA	HUGHES	269C	MINOR	356
1632	86686	071084	WATERTOWN, SD	WEATHERLY	201	NONE	304
1633	2641Y	082884	ILIAMNA BAY, AK	CESSNA	180	FATAL	4
1634	6814G	020384	JAFFREY, NH	CESSNA	402	FATAL	234
1636	737MW	100984	GOLD HILL, NC	CESSNA	172N	MINOR	218
1637	11PM	092884	NAPLES, FL	CESSNA	421	NONE	110
1638	74107	092484	LUKA, MS	GRUMMAN	AA5-B	NONE	202
1639	43DR	081984	CHEYENNE, WY	PIPER	PA-38	NONE	382
1640	1067U	060484	NORTH BEND, OR	PIPER	PA-34-200	FATAL	272
1641	8437Z	020484	NEWPORT NEWS, VA	CESSNA	210	FATAL	348
1642	33569	040684	JOHNSTOWN, PA	PIPER	PA-34-200T	FATAL	284
1643	444ZH	080984	OSAGE CITY, KS	CESSNA	172	MINOR	152
1644	5106Y	060784	BEDFORD, PA	HUGHES	500D	NONE	290
1645	8433L	060384	ORLEANS, MA	CESSNA	172	NONE	162
1646	5737G	060684	WARREN, VT	CESSNA	150K	NONE	352
1647	5942N	041484	KEY WEST, FL	ROCKWELL INT	114A	FATAL	100
1648	55384	082484	BILOXI, MS	CESSNA	172P	MINOR	200
1649	3132M	052784	HICKORY, NC	CESSNA	402C	SERIOUS	214
1650	70296	072784	PASCO, WA	CESSNA	A188B	NONE	364
1651	2375C	051184	PALO ALTO, CA	CESSNA	182RG	NONE	48
1652	8207S	060584	LACEYS SPRING, AL	CESSNA	150F	FATAL	8

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1653	8156M	040484	FAYETTEVILLE, AR	CESSNA	310I	FATAL	16
1654	97137	060284	WEST SENECA, NY	CESSNA	C172	NONE	252
1655	5870V	060584	REHOBOTH BEACH, DE	PIPER	PA-32R	NONE	98
1656	806Q	041784	BENTLEY CREEK, PA	BEECH	58	FATAL	286
1657	7693	081484	SWIFTON, AR	GRUMMAN	G-164A	NONE	30
1658	6730K	081684	MARIANNA, AR	GRUMMAN	G-164B	NONE	32
1659	6600K	062384	CAMPBELL, MO	GRUMMAN	G-164B	MINOR	182
1660	231FV	070384	BLUE SPRINGS, MO	MOONEY	M20K	NONE	186
1661	8945H	031484	BISCOE, AR	SCHWEIZER	G-164A	NONE	12
1662	6749Z	072484	WEBSTER, ND	PIPER	PA-25-235	NONE	226
1663	5332	081784	ARTHUR, ND	GRUMMAN	G-164A	NONE	228
1664	731YZ	073184	PALOUSE, WA	CESSNA	A188B	NONE	366
1665	9654Q	051584	MANSFIELD, MA	CESSNA	C172	NONE	160
1666	5043F	060484	ELLINGTON, CT	CITABRIA	7ECA	NONE	94
1667	13411	060184	NEW PALTZ, NY	CESSNA	177B	NONE	250
1668	84399	060684	PATTON, PA	AERONCA	7AC	NONE	288
1669	5708S	060284	SARATOGA, NY	SCHWEIZER	2-33	NONE	254
1671	16803	022584	COALVILLE, UT	BELL	206B-III	FATAL	340
1672	2228W	032684	ALPINE, WY	BELL	206B	MINOR	378
1673	7399M	020784	SIDNEY, MT	CESSNA	T210M	FATAL	206
1674	114CW	032884	RANGELY, CO	BEECH	65-A90	NONE	76
1675	7487F	082984	WITTS SPRINGS, AR	HUGHES	269C	NONE	34
1676	9857V	070184	DYERSVILLE, IA	CESSNA	188	NONE	128
1677	8289A	081284	BRANSON, MO	PIPER	PA-28-161	NONE	190
1678	9785	071284	GILLETTE, AR	GRUMMAN	G-164A	NONE	22

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1679	731XJ	061384	HOLLANDALE, MS	CESSNA	A188B	FATAL	196
1680	155DH	091984	DAVENPORT, IA	PIPER	PA-28R-200	NONE	134
1681	4857Q	080584	STONEWALL, AR	CESSNA	A188B	MINOR	28
1681	8145G	080584	STONEWALL, AR	CESSNA	A188B	MINOR	26
1682	8148G	070984	EAST LYNNE, MO	CESSNA	182P	NONE	188
1683	10931	100384	SO. CHARLESTON, WV	CESSNA	150L	NONE	374
1684	7236Z	091584	CANTON, SD	PIPER	PA-25-235	NONE	306
1685	2628N	091184	BELGRADE, MT	CESSNA	140	NONE	212
1686	9227W	080584	ELK CITY, ID	PIPER	PA-28-235	NONE	138
1687	2420B	080984	LANGLEY, WA	TEMCO	GC-1B	NONE	370
1688	6561Q	082984	KIRTLAND AFB, NM	CESSNA	152	NONE	244
1689	64744	071184	LAMBERT, MS	SNOW	600-S2C	MINOR	198
1690	5516K	080484	JULIAN, CA	BELLANCA	7ECA	FATAL	56
1691	71429	051284	NUCLA, CO	CESSNA	182M	SERIOUS	78
1692	6932H	062284	HOMESTEAD, FL	PIPER	J-3 CUB	NONE	102
1693	8394L	080284	MORTON, WA	CESSNA	172I	MINOR	368
1694	5566Q	072984	SCAPPOOSE, OR	MOONEY	M20E	NONE	276
1695	222RF	092484	CAMPBELL, MO	CESSNA	150	NONE	194
1696	78JC	072184	HENDERSON, NV	SPERLING	BD-4	FATAL	246
1697	42497	060284	NORFOLK, NE	PIPER	J3C-65	SERIOUS	230
1698	516PC	081784	OSKALOOSA, IA	CESSNA	170B	FATAL	132
1699	9888	081484	ADAMS, TN	GRUMMAN	G-164A	NONE	312
1700	6895D	020384	BELLAIRE, MI	PIPER	AEROSTAR 6	NONE	166
1701	8205Y	060684	BERRIEN SPRINGS, MI	PIPER	PA-30	MINOR	168
1703	50618	072584	BURLEY, ID	CESSNA	150J	MINOR	136

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1705	8138V	082684	SALOME, AZ	CESSNA	188A	NONE	42
1706	1180A	072784	HOLLISTER, CA	E.L. GRIGGS	Q2	FATAL	54
1708	1113X	120884	MONTAGUE, NJ	MOONEY	M20J	FATAL	238
1709	2327S	111084	TAUNTON, MA	CESSNA	C337	FATAL	164
1710	1074G	103084	LANE CITY, TX	BELL	206B	SERIOUS	338
1711	67115	080684	BIG LAKE, MN	HILLER	12E	NONE	176
1712	6579K	091684	LONGMONT, CO	CESSNA	172P	NONE	86
1713	4FL	090884	WALLINGFORD, CT	BELL	206B	FATAL	96
1714	3159Y	081884	PRINEVILLE, OR	CESSNA	182E	FATAL	280
1715	6735Q	081084	BLAKESBURG, IA	CESSNA	305A	NONE	130
1718	919R	071284	EPHRATA, WA	SCHLEICHER	ASW 20 B	FATAL	362
1718	17KS	071284	EPHRATA, WA	SCHEMP-HIRTH	VENTUS A	FATAL	360
1719	35849	080884	SHELBYVILLE, TN	CESSNA	177RG	NONE	310
1720	9161X	091584	ROLLA, MO	CESSNA	182D	NONE	192
1721	555HM	062584	MONTAUK, NY	CESSNA	206	NONE	256
1722	9178L	061484	MAHAFFEY, PA	BELLANCA	8KCAB	NONE	292
1723	6485V	060784	SO. BURLINGTON, VT	HELIO	295	NONE	354
1724	5536L	012284	BARRE, MA	CESSNA	152	FATAL	158
1725	26320	050984	PLEASANT HILL, MO	GULFSTREAM A	AA5A	MINOR	178
1726	7556	061684	PERKASIE, PA	SCHWEIZER	SGS 2-33	NONE	298
1727	66078	062184	MARLBORO, NJ	CESSNA	C150	NONE	236
1728	4033P	061684	MEADVILLE, PA	HILLER	12E	NONE	296
1729	704UL	062184	MIDDLETOWN, PA	CESSNA	50M	NONE	300
1730	738CN	061484	PATTON, PA	CESSNA	C172	NONE	294
1731	2047L	090484	LAURENS, SC	BEECH	58	NONE	302

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1732	900FE	012484	GROTON, CT	CESSNA	P210N	FATAL	92
1734	8337Z	081284	MOUNTAIN HOME, ID	CESSNA	210-5(205)	SERIOUS	140
1735	8655	031384	STORY, WY	AEROSPATIALE	SA-316B	SERIOUS	376
1736	6521R	032484	GREELEY, CO	CESSNA	172RG	SERIOUS	74
1737	743W	033184	MILES CITY, MT	AERO COMMAND	500-B	SERIOUS	208
1738	6931N	070684	CHILOQUIN, OR	MOONEY	M-20C	SERIOUS	274
1739	5553X	081484	NAMPA, ID	ROCKWELL	THRUSH SR2	NONE	142
1741	323E	051384	SPRINGFIELD, MO	BEECH	BE95A55	NONE	180
1742	757KD	051584	NO. LITTLE ROCK, AR	CESSNA	152	NONE	18
1743	4787C	072684	KETCHIKAN, AK	DEHAVILLAND	BEAVER DHC	FATAL	2
1744	6815Z	021584	MENA, AR	CESSNA	414A	FATAL	10
1745	8168Q	072084	GLENDO, WY	PIPER	28RT-201T	MINOR	380
1746	72480	102484	CHANDLER, AZ	PIPER	PA-22-20	NONE	44
1747	7338F	090984	HAYWARD, CA	CESSNA	172N	NONE	66
1748	9177U	091484	BAKER, CA	CESSNA	150M	NONE	68
1749	3754K	052984	ROCKWOOD, TN	GLOBE SWIFT	GC-1B	FATAL	308
1750	65457	092984	LA BELLE, FL	CESSNA	152	MINOR	112
1751	777TA	092484	MIAMI, FL	CESSNA	172	NONE	106
1752	23665	083184	MIAMI, FL	PIPER	PA-38	NONE	104
1753	3481Y	052584	BROADUS, MT	CESSNA	180H	FATAL	210
1754	731KU	053084	RIPLEY, OK	CESSNA	A188B	MINOR	268
1755	16461	053184	ODESSA, TX	PIPER	PA-28-235	NONE	328
1756	5977W	053184	FERRIDAY, LA	PIPER	PA-28-160	NONE	154
1757	7252V	060184	MARINGOUIN, LA	ROCKWELL	A-9B	FATAL	156
1758	44WR	060984	FRIENDSWOOD, TX	BOEING	A75N1	NONE	330

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1759	6180Q	071484	EUFAULA, OK	CESSNA	152	NONE	270
1761	3204F	051884	EL MIRAGE, AZ	BLANIK	L-13	NONE	36
1762	2276Q	060884	SOUTH PELTO, GM	BELL	206B	MINOR	126
1763	46ER	090984	QUINLAN, TX	CESSNA	172N	FATAL	336
1764	455FG	062984	MT PLEASANT, TX	GRIFFIN	FG-1A	FATAL	332
1765	31DF	050584	LA MARQUE, TX	PITTS SPECIA	S-1	FATAL	316
1766	6406Y	061584	CAMP VERDE, AZ	CESSNA	T210N	NONE	40
1767	69893	060984	AGUILA, AZ	STINSON	V77	MINOR	38
1768	2876W	082884	LIVERMORE, CA	BEECH	A36	SERIOUS	60
1769	76VP	082684	APPLE VALLEY, CA	CESSNA	150G	NONE	58
1770	8048L	100884	LONG BEACH, CA	CESSNA	172H	NONE	70
1771	95981	052784	WHITNEY, TX	CESSNA	182Q	NONE	324
1772	5852C	052784	ARNETT, OK	BEECH	C35	MINOR	264
1773	951AA	052984	GOLDSBY, OK	AMERICAN AER	EAGLE 2	NONE	266
1774	3610R	052784	AMARILLO, TX	BALLOON WORK	FIREFLY 7	SERIOUS	322
1775	27582	052884	PORT ARANSAS, TX	TAYLORCRAFT	BC-65	MINOR	326
1776	56424	070384	MILLBROOK, NY	MAULE	M5-180C	NONE	258
1777	8815S	071684	KIMBALL, NE	EAGLE	DW1	FATAL	232
1778	5019P	070284	OSAGE BEACH, MO	PIPER	PA-24-180	SERIOUS	184
1779	45757	091884	BOULDER, CO	HOME BUILT	KR 2	NONE	88
1780	8145V	092684	KIOWA, CO	PIPER	PA-28-161	NONE	90
1781	4394E	083084	CLARK, CO	RAVEN	AX-8	SERIOUS	82
1782	2731S	081684	PECOS, TX	CESSNA	150	NONE	334
1783	55350	052384	STILLWATER, OK	CESSNA	172P	NONE	262
1784	7393V	051784	PLAINVIEW, TX	BELLANCA	17-30	MINOR	320

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1786	1045J	052884	MORRILTON, AR	AERO COMMAND	112	NONE	20
1787	93023	061684	INDIANAPOLIS, IN	CESSNA	152	MINOR	148
1788	18JM	061784	NIMROD, MN	BELL	47-G2	SERIOUS	174
1789	67995	082584	KOKOMO, IN	CESSNA	152	NONE	150
1790	98017	091584	GRAND RAPIDS, MI	PIPER	PA-28-140	NONE	170
1791	941Q	092284	WILLSHIRE, OH	BEECHCRAFT	B33	NONE	260
1792	14420	092984	GREGORY, MI	BLANIK	L-13	NONE	172
1793	44730	100884	LINCOLN, IL	PIPER	PA-34-200T	NONE	146
1794	53130	100684	HAMPSHIRE, IL	AEROTEK, INC.	PITTS S-2B	NONE	144
1795	CGIPZ	081884	WHIDBEY ISLAND, WA	DONALD E. BR	STARDUSTER	NONE	372
1796	7599V	081884	LAS VEGAS, NV	WHITMAN	W - 8	MINOR	248
1797	2345B	082284	SHERIDAN, OR	UNIVERSAL	GC-1B	NONE	282
1798	83233	080984	PRINEVILLE, OR	AERONCA	7AC	NONE	278
1799	4992M	082884	BLUFFDALE, UT	ENSTROM	280C	NONE	346
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 9 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1743

7/26/84

KETCHIKAN, AK

A/C Reg. No. N4787C

Time (Lcl) - 1200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Fatal	Injuries		
	Serious	Minor	None
Crew 0	1	0	0
Pass 2	3	0	1

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

Fire NONE
Crew
Pass

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

Make/Model - DEHAVILLAND BEAVER DHC-2
Landing Gear - FLOAT
Max Gross Wt - 5100
No. of Seats - 8

Eng Make/Model - P&W R-985-AN-14B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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- 140/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YES BAY, AK
Destination
KETCHIKAN, 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)
ATP
SE LAND, ME LAND, SE SEA

Age - 28

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - DHC-2

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

Total - 3586	Last 24 Hrs - UNK/NR
Make/Model- 1510	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - 108	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FLEW INTO A CANYON WITH A CLIMB-OUT GRADIENT IN EXCESS OF THE ACFT CAPABILITY AND COLLIDED WITH THE UPSLOPING TERRAIN. THE PLT SAID HE HAD HIT A DOWNDRAFT AND TURNED AWAY FROM THE RISING TERRAIN JUST AS COLLISION OCCURRED. SURVIVING PASSENGERS DO NOT RECALL ANY TURBULENCE OR SINKING SENSATION BEFORE THE CRASH. THE PLT DID NOT REPORT ANY TURBULENCE OR DOWNDRAFTS ANYWHERE EXCEPT AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1743

7/26/84

KETCHIKAN, AK

A/C Reg. No. N4787C

Time (Lc1) - 1200 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 5. PROPER CLIMB RATE - 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

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. - 1633 8/28/84 ILIAMNA BAY,AK A/C Reg. No. N2641Y Time (Lcl) - 0600 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 180
Landing Gear - FLOAT
Max Gross Wt - 2550
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 1.000 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

PEDRO BAY,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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,SE SEA

Age - 43

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3050

Make/Model- 300

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 120

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A GRAVEL BAR WHILE TAXIING. THE ACFT WAS NOT FREED FROM THE GRAVEL BAR UNTIL THE NEXT MORNING DUE TO A RECEDING TIDE ON THE PREVIOUS NIGHT. APPROX 3 HOURS LATER AS THE PILOT TAXIED AROUND AWAITING DAYLIGHT FOR TAKEOFF, THE ACFT ROLLED OVER IN THE WATER AND EVENTUALLY SANK. PRIOR TO THE DISAPPEARANCE OF THE ACFT, THE PILOT NOTICED TWO 1 INCH DENTS IN THE SUBMERGED FLOAT WITH BUBBLES COMING OUT OF THEM. THE PILOT ALSO STATED THAT THE FLOATS ROUTINELY LEAKED AND NEEDED TO BE PUMPED OUT DAILY, HOWEVER HE INDICATED THAT THIS WAS NOT ACCOMPLISHED BETWEEN THE TIME THE ACFT STRUCK THE GRAVEL BAR AND THE TIME IT SANK. THERE WERE NO APPROVED PERSONAL FLOATATION DEVICES ABOARD THE ACFT. THE FOUR INDIVIDUALS ABOARD THE PLANE USED INFLATED HIP WADERS DURING AN ATTEMPT TO SWIM FOR SHORE. TWO INDIVIDUALS WERE LOST AND PRESUMED DROWNED IN THIS ATTEMPT. WATER TEMPERATURE WAS APPROX 45 DEGREES F.

Brief of Accident (Continued)

File No. - 1633

8/28/84

ILIAMNA BAY, AK

A/C Reg. No. N2641Y

Time (Lc1) - 0600 ADT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, FLOAT ASSEMBLY - CRACKED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
4. LANDING GEAR, FLOAT ASSEMBLY - LEAK

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

5. LANDING GEAR, FLOAT ASSEMBLY - LEAK
6. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
7. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
8. PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND
9. EQUIPMENT, OTHER - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1603

2/17/84

CULLMAN,AL

A/C Reg. No. N12KH

Time (Lcl) - 0904 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

Crew
Pass

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

Make/Model - BELL 47GL
Landing Gear - SKID
Max Gross Wt - 2450
No. of Seats - 1

Eng Make/Model - LYCOMING VO-435-A1F
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- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4197	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 11
Multi-Eng - UNK/NR	Rotorcraft - 2987

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST COMPLETED AN ENG OVERHAUL & WAS TEST FLYING THE HELICOPTER. WHILE MANEUVERING AT APRX 100 FT AGL, THE ENG LOST POWER & THE PLT INITIATED AN AUTOROTATION. DURING THE LANDING, THE HELICOPTER IMPACTED HARD ON RISING TERRAIN, ROLLED ONTO ITS SIDE & BURNED. AN INVESTIGATION REVEALED THAT THE ENG HAD SEIZED. CONTAMINATION HAD ENTERED THE OIL SYSTEM DURING THE OVERHAUL WHICH HAD RESULTED IN THE SEIZURE. THE PLT WAS NOT A CERTIFIED POWERPLANT MECHANIC.

Brief of Accident (Continued)

File No. - 1603

2/17/84

CULLMAN,AL

A/C Reg. No. N12KH

Time (Lc1) - 0904 CST

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

Finding(s)

1. LUBRICATING SYSTEM - CONTAMINATION
2. MAINTENANCE,OVERHAUL - IMPROPER - UNQUALIFIED PERSON
3. FLUID,OIL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND
6. TERRAIN CONDITION - RISING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1652 6/05/84 LACEYS SPRING, AL A/C Reg. No. N8207S Time (Lcl) - 1250 CDT

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

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

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

Make/Model - CESSNA 150F	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SOUTH HUNTSVILLE
Wind Dir/Speed- 140/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 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 - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	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
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A NON-CERTIFICATED PLT MADE A STEEP TURN AFTER TAKEOFF. THE ACFT THEN ENTERED A DIVE & IMPACTED THE GROUND IN A STEEP NOSE LOW ATTITUDE. NO RECORD OF PILOT PROFICIENCY WAS FOUND. ACQUAINTANCES REPORTED THAT THE PLT HAD NO TRAINING OTHER THAN THE MINIMUM NEEDED TO SOLO.

Brief of Accident (Continued)

File No. - 1652

6/05/84

LACEYS SPRING,AL

A/C Reg. No. N8207S

Time (Lc1) - 1250 CDT

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 PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1744

2/15/84

MENA,AR

A/C Reg. No. N6815Z

Time (Lcl) - 1656 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
ON GROUND

Crew
Pass

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

Make/Model - CESSNA 414A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6350
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520-NB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

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

Wind Dir/Speed- 110/012 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 2200 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ADDISON, TX

Destination
MENA, AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MENA INTERMOUNTAIN REG.
Runway Ident - N/A
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ADF/NDB

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

Pilot-In-Command

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

Age - 62

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10100

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- 12

Last 90 Days- 27

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CLEARED FOR MENA NDB APCH AND TO MAINTAIN 5000 FT MSL UNTIL ESTABLISHED ON THE APCH. ACFT DESCENDED TO 4800 FT MSL ON APRX GRND TRACK OF 040 TO 030 DEG AFTER NDB PASSAGE. ACFT THEN TURNED TO A GROUND TRACK OF 116 DEG. AFTER 12 SECONDS THE ACFT TURNED TO A GROUND TRACK OF 350 DEG DURING WHICH THE GROUND SPEED DECREASED TO 93 KTS. THE ACFT DESCENDED TO 4600 FT MSL WITH GROUND SPEED INCREASING TO 140 KTS. N6815Z REPORTED "WE'VE BROKEN BELOW - WILL CANCEL IN JUST A MOMENT." RADAR CONTACT WAS LOST WITH THE ACFT DESCENDING TO 3000 FT MSL ON A HEADING OF 304 DEG. THE WRECKAGE WAS FOUND 6 MILES NW OF THE ARPT AT AN ELEV OF 2000 FT MSL. THE OUTBOUND APCH HEADING IS 080 DEG WITH PROCEDURE TURN HEADING OF 125 DEG AND 305 DEG. REPORTED WINDS ALOFT AT 5000 FT MSL, 4000 FT MSL AND 3000 FT MSL WERE 191 DEG AT 34 KTS, 169 DEG AT 30 KTS AND 151 DEG AT 32 KTS RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1744

2/15/84

MENA,AR

A/C Reg. No. N6815Z

Time (Lcl) - 1656 CST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
 2. MINIMUM DESCENT ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
 3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. WEATHER CONDITION - LOW CEILING
 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) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1661

3/14/84

BISCOE,AR

A/C Reg. No. N8945H

Time (Lc1) - 1230 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - SCHWEIZER G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DE VALLS BLUFF,AR
Destination
BISCOE,AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BETZNER
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
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)
COMMERCIAL
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8700
Make/Model- 7500
Instrument- 155
Multi-Eng - 250
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER SPRAYING OPERATIONS ACFT PROPELLER WOULD BE PRESSURE SPRAYED. WATER ENTERED PROPELLER PITCH CHANGE BEARINGS WHICH CORRODED BEARINGS. EVENTUALLY PITCH MOVEMENT WAS HINDERED BY RUST CORROSION. THE BLADE COUNTERWEIGHT BOLT BROKE ALLOWING THE PROPELLER BLADE PITCH TO INCREASE. ENGINE RPM DECREASED BELOW OPERATING RANGE. THE PLT SHUT DOWN THE ENGINE AND LANDED THE ACFT IN A FIELD. THE ACFT NOSED OVER DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 1661

3/14/84

BISCOE,AR

A/C Reg. No. N8945H

Time (Lcl) - 1230 CST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - CORRODED
2. FLUID - CONTAMINATION
3. FLUID - WATER
4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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) 1,4

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. - 1800 3/22/84 LAKE VILLAGE, AR A/C Reg. No. N9541J Time (Lcl) - 1545 CST

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

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

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

Make/Model - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - 18
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Lth/Wid - 2600
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3100
SE LAND	Months Since - 1	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 2300
		Last 30 Days- UNK/NR
		Instrument- 21
		Last 90 Days- 96
		Multi-Eng - 12

Instrument Rating(s) - NONE

-----Narrative-----

AS THE ACFT BEGAN TO ROTATE DURING TAKEOFF ONE PROPELLER BLADE WAS THROWN 1000 FT BEHIND THE ACFT. THE REMAINING BLADE AND HUB BECAME UNBALANCED, TWISTING THE ENGINE AT A 45 DEGREE ANGLE. PLT SHUT DOWN THE ENGINE. ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY AND CARTWHEELED. INSPECTION REVEALED PROPELLER BLADE BROKE APRX 2 INCHES OUTBOARD OF THE HUB. METALLURGICAL TESTS REVEALED NUMEROUS FATIGUE ORIGANS ON BOTH THE BLADE BUTT ENDS AT ITS SEPARATION POINTS AND IN THE PROPELLER ATTACHMENT ON THE FACE OF THE HUB. THE PROPELLER BLADE MOUNTING WHICH ATTACHES TO THE ENGINE HAD BROKEN OUT BETWEEN TWO STUD HOLES. THIS AREA SHOWS FATIGUE AS WELL AS DEFORMATION OF THE MOUNTING SURFACE.

Brief of Accident (Continued)

File No. - 1800

3/22/84

LAKE VILLAGE, AR

A/C Reg. No. N9541J

Time (Lc1) - 1545 CST

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

Finding(s)

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

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1653 4/04/84 FAYETTEVILLE, AR A/C Reg. No. N8156M Time (Lc1) - 1145 CST

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

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

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

Make/Model - CESSNA 310I	Eng Make/Model - CONTINENTAL IO-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LITTLE ROCK, AR	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FAYETTEVILLE, AR	DRAKE FIELD
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6006/ 100
Lowest Sky/Clouds - 500 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI, MILITARY	Current - YES	Total - 5007
SE LAND, ME LAND	Months Since - 14	Make/Model- 77
	Aircraft Type - KC-135	Instrument- UNK/NR
		Multi-Eng - 2832
		Last 24 Hrs - UNK/NR
		Last 30 Days- 13
		Last 90 Days- 37
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PLT RECEIVED A WX BRIEFING AT 1012 CST, HE WAS ADVISED THAT THE WX AT HIS DESTINATION (FAYETTEVILLE, AR) WAS AN ESTIMATED 600' OVERCAST, VIS 4 MI WITH LIGHT DRIZZLE & FOG, BUT THE WX WAS FORECAST TO BEGIN TO IMPROVE IN ABOUT 1 HR. HE TOOK OFF & DURING ARRIVAL AT 1123, THE PLT WAS ADVISED THAT 2 PREVIOUS ACFT HAD MADE MISSED APPROACHES. AT 1139:17, HE WAS CLEARED FOR AN ILS APCH & INSTRUCTED TO REPORT OVER THE OUTER MARKER (OM). AT 1141:08, THE PLT REPORTED DEPARTING THE ELMIE INTERSECTION, 6.9 MI FROM THE OM. AT 1145:21, THE TOWER CLEARED THE ACFT TO LAND & REMINDED THE PLT TO REPORT AT THE OM. THE PLT RESPONDED, "WAITING FOR IT." ABOUT 30 SEC LATER, TOWER ASKED THE PLT TO REPORT IS POSITION, BUT THERE WAS NO REPLY. LATER, THE ACFT WAS FOUND WERE IT HAD CRASHED ON RISING TERRAIN (ELEV 1960') ALONG THE EXTENDED CENTERLINE OF RWY 16, ABOUT 7 MI SSE OF THE ARPT. THE MDA FOR THE APCH WAS 1800' (549' AGL). THE MARKER BEACON SW WAS FOUND IN THE OFF POSITION & THE GEAR & FLAPS WERE EXTENDED. THE ARPT ELEV WAS 1251' & ITS WX WAS: 500' OVC, 3 MI VIS, DRIZZLE, FOG.

Brief of Accident (Continued)

File No. - 1653

4/04/84

FAYETTEVILLE, AR

A/C Reg. No. N8156M

Time (Lc1) - 1145 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. NAVIGATION RECEIVER - NOT SELECTED - PILOT IN COMMAND

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

Finding(s)

8. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. TERRAIN CONDITION - RISING

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1742

5/15/84

NO. LITTLE ROCK, AR

A/C Reg. No. N757KD

Time (Lcl) - 0920 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 060/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NORTH LITTLE ROCK NUNIC.
Runway Ident - 35
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 17
Make/Model- 17
Instrument- 1
Last 24 Hrs - 1
Last 30 Days- 4
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A RWY LIGHT AND NOSED OVER DURING LANDING IN A X-WIND. THE WIND WAS REPORTED TO THE STUDENT AS FROM 040 DEGREES AT 9 KTS AT TAKEOFF AND 070 DEGREES AT 11 KTS WHEN SHE RETURNED TO LAND. THESE WINDS CONVERTED TO A 90 DEGREE X-WIND OF 6.5 KTS FOR TAKEOFF AND 10.8 KTS FOR LANDING ON RWY 35. THE STUDENT PLTS CFI HAD INSTRUCTED HER NOT TO FLY WHEN THE X-WIND WAS OVER 5 KTS.

Brief of Accident (Continued)

File No. - 1742

5/15/84

NO. LITTLE ROCK, AR

A/C Reg. No. N757KD

Time (Lc1) - 0920 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - RUNWAY LIGHT

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) 2,3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1786

5/28/84

MORRILTON, AR

A/C Reg. No. N1045J

Time (Lcl) - 0945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - AERO COMMANDER 112

Eng Make/Model - LYCOMING IO-360-C1D6

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2550

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 200 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

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

MORRILTON MUNI

Runway Ident - 27

Runway Lth/Wid - 3200/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1316

Make/Model- 3

Instrument- 127

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON SHORT FINAL THE PLT ADVANCED THE THROTTLE TO MAINTAIN ALT BUT THE ENGINE FAILED TO RESPOND. POWER REMAINED AT IDLE RPM AND THE ACFT LANDED SHORT OF THE RWY. ON TOUCHDOWN THE LANDING GEAR SANK IN THE SOFT GROUND AND ALL THREE GEARS WERE BROKEN OFF. EXAMINATION OF THE ENGINE AND FUEL REVEALED NO PREIMPACT FAILURE OR DEFICIENCY.

Brief of Accident (Continued)

File No. - 1786

5/28/84

MORRILTON, AR

A/C Reg. No. N1045J

Time (Lc1) - 0945 CDT

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

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED
2. ALTITUDE - INADEQUATE -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1678 7/12/84 GILLETTE, AR A/C Reg. No. N9785 Time (Lc1) - 1120 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	GILLETTE, AR			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		TRITES	
Wind Dir/Speed	- 320/006 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- SOFT
Obstructions to Vision	- NONE		FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2850	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 13	Make/Model - 1500	Last 30 Days - 10
	Aircraft Type - G-164	Instrument - 30	Last 90 Days - 30
		Multi-Eng - 5	

Instrument Rating(s) - NONE

-----Narrative-----

DURING SWATH RUN ENGINE RAN ROUGH AND COULD NOT SUSTAIN ACFT IN FLIGHT. THE PLT MADE A FORCED LANDING IN A SOFT FRESHLY PLOWED FIELD. THE ACFT NOSED OVER DURING THE LANDING. INSPECTION OF THE ACFT REVEALED THAT ONE MAGNETO WAS MISSING TEETH FROM THE DRIVE GEAR WHICH RESULTED IN THE IGNITION TIMING BEING OFF.

Brief of Accident (Continued)

File No. - 1678

7/12/84

GILLETTE, AR

A/C Reg. No. N9785

Time (Lcl) - 1120 CDT

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

Finding(s)

1. 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)

2. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1615 7/17/84 ROE,AR

A/C Reg. No. N8365K

Time (Lcl) - 0900 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P&W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
ROE,AR
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 250/005 KTS
Visibility - 4.000 SM

Lowest Sky/Clouds - 800 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

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

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5000
Make/Model- 4000
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-----

AS A RESULT OF A SUPERCHARGER FAILURE, A PARTIAL POWER LOSS WAS EXPERIENCED DURING A SWATH RUN. DURING THE LANDING ROLL AFTER A FORCED LANDING, THE ACFT NOSED OVER & CAME TO REST INVERTED. AN ENG TEARDOWN REVEALED THAT BOTH SUPERCHARGER BEARINGS HAD FAILED DUE TO LACK OF LUBRICATION.

Brief of Accident (Continued)

File No. - 1615

7/17/84

ROE,AR

A/C Reg. No. N8365K

Time (Lcl) - 0900 CDT

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

Finding(s)

1. FLUID,OIL - STARVATION
2. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
3. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1681

8/05/84

STONEWALL, AR

A/C Reg. No. N8145G

Time (Lcl) - 0900 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire

NONE

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BEECH GROVE, AR.

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- 4568

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-----

WHILE ENGAGED IN AERIAL APPLICATION, TWO ACFT WORKING THE SAME FIELD COLLIDED IN-FLIGHT. PRE-FLIGHT PLANNING AND BRIEFING FOR THE DUAL PLANE OPERATION WAS NOT CONDUCTED. THERE WERE NO INTER-PLANE COMMUNICATIONS.

Brief of Accident (Continued)

File No. - 1681

8/05/84

STONEWALL, AR

A/C Reg. No. N8145G

Time (Lc1) - 0900 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT OF OTHER AIRCRAFT
 5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 6. VISUAL LOOKOUT - NOT MAINTAINED - 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) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1681 8/05/84 STONEWALL,AR A/C Reg. No. N4857Q Time (Lcl) - 0900 CDT

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

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

-----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 - UNK/NR
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	BEECH GROVE,AR	
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 - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 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 - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 8187
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENGAGED IN AERIAL APPLICATION, TWO ACFT WORKING THE SAME FIELD COLLIDED IN-FLIGHT. PRE-FLIGHT PLANNING AND BRIEFING FOR THE DUAL OPERATION WAS NOT CONDUCTED. THERE WERE NO INTER-PLANE COMMUNICATIONS.

Brief of Accident (Continued)

File No. - 1681

8/05/84

STONEWALL, AR

A/C Reg. No. N4857Q

Time (Lc1) - 0900 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT OF OTHER AIRCRAFT
 5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 6. VISUAL LOOKOUT - NOT MAINTAINED - 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) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1657 8/14/84 SWIFTON, AR A/C Reg. No. N7693 Time (Lcl) - 1030 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
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	Last Departure Point	OFF AIRPORT/STRIP
Method	SWIFTON, AR	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	- STRAIGHT-IN	Runway Surface
Precipitation	FORCED LANDING	- DIRT
Condition of Light		Runway Status
		- N/A

-----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)
ATP, CFI	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SWATH RUN THE #9 CYLINDER ON THE RADIAL ENGINE SEPARATED. A FORCED LANDING WAS MADE DURING WHICH THE ACFT LANDED IN A LEVEE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1657

8/14/84

SWIFTON, AR

A/C Reg. No. N7693

Time (Lc1) - 1030 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1658 8/16/84 .MARIANNA,AR A/C Reg. No. N6730K Time (Lc1) - 1230 CDT

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

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

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	MARIANNA,AR	
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 - 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 - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2257
SE LAND,SE SEA	Months Since - 4	Make/Model- 1619
	Aircraft Type - UNK/NR	Instrument- 18
		Multi-Eng - 19
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

THE LANDING GEAR CONTACTED THE BEAN CROP WHICH WAS BEING SPRAYED WITH SODIUM CHLORATE AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1658

8/16/84

MARIANNA, AR

A/C Reg. No. N6730K

Time (Lcl) - 1230 CDT

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

Finding(s)

1. TERRAIN CONDITION - CROP
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1675 8/29/84 WITTS SPRINGS, AR A/C Reg. No. N7487F Time (Lcl) - 1515 CDT

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

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

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

Make/Model - HUGHES 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 - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RUSSELLVILLE, AR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	RUSSELLISVILLE MUNICIPAL
Wind Dir/Speed- 200/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 6000 FT BROKEN	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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2128
SE LAND	Months Since - 12	Make/Model- 138
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 134
		Last 24 Hrs - 15
		Last 30 Days- UNK/NR
		Last 90 Days- 90
		Rotorcraft - 1953

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE MANUEVERING AT AN ALT OF 35 TO 40 FT ABOVE TREE THE PLT FELT A SHUTTER AND LOW FREQUENCY SHAKING OF THE ROTOR DISK. ROTOR RPM AND ENGINE RPM DECREASED AND THE ACFT ENTERED A SHALLOW DESCENT. THE PLT APPLIED FORWARD CYCLIC, REDUCED COLLECTIVE AND INCREASED THROTTLE. WITH INSUFFICIENT ALT TO RECOVER THE PLT MANEUVERED THE ACFT AWAY FROM TALL TREES AND SETTLED THE ACFT INTO AN AREA OF SMALL TREES. NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND. THE ALT AT THE ACCIDENT SITE WAS 2000 FT MSL WITH A DENSITY ALT OF APRX 4500 FT MSL.

Brief of Accident (Continued)

File No. - 1675

8/29/84

WITTS SPRINGS, AR.

A/C Reg. No. N7487F

Time (Lc1) - 1515 CDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND

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

Finding(s)

5. OBJECT - TREE(S)
6. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1761

5/18/84

EL MIRAGE,AZ

A/C Reg. No. N3204F

Time (Lc1) - 1200 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BLANIK L-13
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1102
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

PLEASANT VALLEY

Runway Ident - 05

Runway Lth/Wid - 4000 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 52

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - L-13

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 233

Make/Model- 15

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 2

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER PLT REPORTED THAT AFTER A RELEASE FROM THE TOW LINE, HE HAD DIFFICULTY FINDING LIFT. HE CONCENTRATED ON FINDING LIFT SO MUCH THAT HE BECAME DISORIENTED WITH RESPECT TO THE RWY. WHEN HE ELECTED TO RETURN TO THE ARPT, HE INADVERTENTLY SELECTED A NARROW STRIP USED BY ULTRALIGHT VEHICLES. THE PLT STATED THAT AFTER LANDING, HE SWERVED TO AVOID A TREE & THE GLIDER'S TAIL STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 1761

5/18/84

EL MIRAGE,AZ

A/C Reg. No. N3204F

Time (Lcl) - 1200 MST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
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. - 1767

6/09/84

AGUILA,AZ

A/C Reg. No. N69893

Time (Lcl) - 1610 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

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

Make/Model - STINSON V77

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4000

No. of Seats - 3

Eng Make/Model - LYCOMING R-680-9

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 300 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- VARIABLE/018 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AGUILA,AZ

Destination

GOODYEAR,AZ

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TRAILS END

Runway Ident - 15

Runway Lth/Wid - 1650/ 35

Runway Surface - DIRT

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

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2527 Last 24 Hrs - 3

Make/Model- 18 Last 30 Days- 20

Instrument- 90 Last 90 Days- 56

Multi-Eng - 637

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT INSTRUCTOR (CFI) WAS PROVIDING DUAL INSTRUCTION TO THE OWNER WHO WAS COMPLETING PROFICIENCY TRAINING FOR HIS BIENNIAL FLT REVIEW. THE CFI REPORTED THAT DURING TAKEOFF, THERE WAS A VARIABLE X-WIND AT 18 GUSTING 27 KTS. AFTER CLIMBING ABOUT 50 FT, THE ACFT ENCOUNTERED A GUST, STALLED & ROLLED TO A LEFT WING LOW ATTITUDE. THE AIRCREW TOOK REMEDIAL ACTION & LEVELED THE WINGS, BUT THE ACFT MUSHED INTO THE GROUND BEFORE RECOVERING FROM THE STALL. THE CFI ACKNOWLEDGED THAT DURING THE INITIAL CLIMB, THE ACFT'S SPEED WAS SLOWER THAN NORMAL FOR THE VARIABLE X-WIND CONDITION.

Brief of Accident (Continued)

File No. - 1767

6/09/84

AGUILA,AZ

A/C Reg. No. N69893

Time (Lcl) - 1610 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. AIRSPEED - INADEQUATE - DUAL STUDENT
7. STALL - INADVERTENT -

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1766 6/15/84 CAMP VERDE,AZ A/C Reg. No. N6406Y Time (Lcl) - 1540 MST

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

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

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

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SCOTTSDALE,AZ			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	CAMP VERDE,AZ		CAMP VERDE	
Wind Dir/Speed	- 175/010 KTS	ATC/Airspace		Runway Ident	- 15
Visibility	- 40.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 3900/ 100
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- DIRT
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 - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1817	Last 24 Hrs - 1
SE LAND	Months Since - 2	Make/Model - 392	Last 30 Days - 28
	Aircraft Type - C-182	Instrument - 127	Last 90 Days - 162
		Multi-Eng - 319	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING, THE ACFT ROLLED ABOUT 200 TO 250 FT AFTER TOUCHDOWN, THEN BEGAN VEERING TO THE LEFT. HE ATTEMPTED TO MAINTAIN DIRECTIONAL CONTROL BY APPLYING RIGHT RUDDER & BRAKE, BUT WAS UNUSUCCESSFUL. THE LEFT MAIN GEAR HIT A BERM, LEFT OF THE RWY, & COLLAPSED. THERE WAS EVIDENCE THAT THE LEFT TIRE HAD DEFLATED. AN INVESTIGATION REVEALED THE TIRE & TUBE HAD BEEN REPLACED DURING THE LAST ANNUAL INSPECTION, 10 DAYS PRIOR TO THE ACCIDENT. WHEN THE TUBE WAS INSTALLED, IT WAS PINCHED BETWEEN THE 2 WHEEL HALVES.

Brief of Accident (Continued)

File No. - 1766

6/15/84

CAMP VERDE, AZ

A/C Reg. No. N6406Y

Time (Lcl) - 1540 MST

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

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL
 2. MAINTENANCE, INSTALLATION - IMPROPER - 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 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

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

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1705 8/26/84 SALOME,AZ A/C Reg. No. N8138V Time (Lcl) - 2345 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 188A

Eng Make/Model - CONTINENTAL IO-520

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3300

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 285 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - ROUGH

-----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 - 5000

Last 24 Hrs - 11

SE LAND

Months Since - 4

Make/Model- 1000

Last 30 Days- 130

Aircraft Type - C-310

Instrument- 200

Last 90 Days- 100

Multi-Eng - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HIS PROP STIRRED UP A CLOUD OF DUST DURING TAKEOFF AND IN A STATE OF REDUCED VISIBILITY HE COLLIDED WITH A MOUND OF DIRT. THE COLLISION SEPARATED THE LEFT MAIN LANDING GEAR FROM THE ACFT. SUBSTANTIAL DAMAGE WAS DONE TO THE ACFT.

Brief of Accident (Continued)

File No. - 1705

8/26/84

SALOME,AZ

A/C Reg. No. N8138V

Time (Lc1) - 2345 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
 7. LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION
-

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

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

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. - 1746 10/24/84 CHANDLER, AZ A/C Reg. No. N72480 Time (Lc1) - 0830 MST

-----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
					2
					0

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

Make/Model - PIPER PA-22-20	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHANDLER
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 75
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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 800
SE LAND,ME LAND	Months Since - 3	Make/Model- 24
	Aircraft Type - PA-38	Instrument- 50
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT STARTED TO RETRACT THE FLAPS DURING A TOUCH-&-GO LANDING WITH A CFI ON BOARD THE ACFT. THE ACFT VEERED AND THE CFI TOOK CONTROL. DURING THIS TIME THE STUDENT APPLIED THE BRAKES. THE RIGHT MAIN LANDING GEAR WENT INTO THE DIRT AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1746

10/24/84

CHANDLER,AZ

A/C Reg. No. N72480

Time (Lc1) - 0830 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - DUAL STUDENT
 3. GROUND LOOP/SWERVE - NOT CORRECTED - DUAL STUDENT
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 6. BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT
-

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) 1,2,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1625 4/19/84 ARBUCKLE,CA A/C Reg. No. N6651Q Time (Lcl) - 1530 PST

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

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

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

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 525 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	ARBUCKLE,CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		RIGGS STRIP	
Wind Dir/Speed	- 290/015 KTS	ATC/Airspace		Runway Ident	- 14
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2600/ 50
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- 3500 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5380	Last 24 Hrs - 7
SE LAND,ME LAND	Months Since - 11	Make/Model- 990	Last 30 Days- 65
	Aircraft Type - C-210	Instrument- 159	Last 90 Days- 170
		Multi-Eng - 40	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LDG WAS MADE ON AN AG AIRSTRIIP WITH A RIGHT QUARTERING TAILWIND. UPON TOUCHDOWN, THE PLT "FELT WHAT APPEARED TO BE EITHER A DRAGGING LEFT BRAKE AND/OR THE ROUGH SURFACE" OF THE LANDING STRIP. THE LANDING WAS ABORTED. ON THE NEXT LANDING, THE ACFT NOSED OVER WHEN THE WHEELS MADE GROUND CONTACT. AN EXAM REVEALED MARKINGS OF BRAKE LINING-TO-DISC CONTACT ALONG WITH SIGNS OF HEAT AND WEAR ON BOTH MAIN GEAR WHEELS. THE WHEELS DID TURN, BUT WITH SOME DIFFICULTY WHEN THEY WERE CHECKED. THE PLT REPORTED THAT THE WIND WAS FROM THE WNW AT 15 GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 1625

4/19/84

ARBUCKLE, CA

A/C Reg. No. N6651Q

Time (Lcl) - 1530 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. LANDING GEAR, NORMAL BRAKE SYSTEM - MOVEMENT RESTRICTED

----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. - 1651 5/11/84 PALO ALTO, CA A/C Reg. No. N2375C Time (Lc1) - 1049 PDT

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

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

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

Make/Model - CESSNA 182RG	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	BAKERSFIELD, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PALO ALTO
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND	Months Since - 4	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 60
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT TOUCHED DOWN ON THE NOSE GEAR, PORPOISED AND FINALLY IMPACTED THE RWY ON THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 1651

5/11/84

PALO ALTO, CA

A/C Reg. No. N2375C

Time (Lc1) - 1049 PDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

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

-----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. - 1624 5/12/84 MONTAGUE, CA A/C Reg. No. N5654A Time (Lc1) - 1415 PDT

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ROHRER FIELD</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3360/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p> <p>GLIDER</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - SGS2-33</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 9457</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- 525</td> <td>Last 30 Days</td> <td>- 52</td> </tr> <tr> <td>Instrument</td> <td>- 644</td> <td>Last 90 Days</td> <td>- 170</td> </tr> <tr> <td>Multi-Eng</td> <td>- 537</td> <td></td> <td></td> </tr> </table>	Total	- 9457	Last 24 Hrs	- 1	Make/Model	- 525	Last 30 Days	- 52	Instrument	- 644	Last 90 Days	- 170	Multi-Eng	- 537		
Total	- 9457	Last 24 Hrs	- 1															
Make/Model	- 525	Last 30 Days	- 52															
Instrument	- 644	Last 90 Days	- 170															
Multi-Eng	- 537																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN IMPROPER LDG FLARE BY THE DUAL STUDENT PLT CAUSED THE ACFT TO BALLOON TO 15 TO 20 FT AGL. THE CFI CALLED FOR POWER, BUT THE STUDENT DELAYED ADDING POWER & RAISED THE NOSE. AT THE SOUND OF THE STALL WARNING HORN, A GO-AROUND WAS CALLED FOR BY THE CFI & ATTEMPTED BY THE STUDENT. THE LEFT WING DROPPED & WAS THE INITIAL POINT OF IMPACT WITH THE RWY.

Brief of Accident (Continued)

File No. - 1624

5/12/84

MONTAGUE, CA

A/C Reg. No. N5654A

Time (Lc1) - 1415 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT
2. REMEDIAL ACTION - DELAYED - DUAL STUDENT
3. GO-AROUND - ATTEMPTED - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. AIRSPEED(VS) - NOT MAINTAINED - DUAL STUDENT
6. STALL - INADVERTENT - DUAL STUDENT

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1623 5/18/84 RAMONA, CA A/C Reg. No. N4772K Time (Lcl) - 1145 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXP TEST FLT
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	0

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 1

Eng Make/Model - P&W PT6A-135
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 750 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- 180/002 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARLSBAD, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI
SE LAND, ME LAND, SE SEA

Age - 63

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 21260	Last 24 Hrs -	8
Make/Model-	302	Last 30 Days-	UNK/NR
Instrument-	1210	Last 90 Days-	82
Multi-Eng -	3050		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS PART OF AN EXPERIMENTAL TEST FLT IN THE TURBINE POWERED ACFT, INTENTIONAL SPINS WERE PERFORMED. THE PLANNED ONE TURN SPIN EVOLVED INTO A FLAT SPIN. RECOVERY PROCEDURES WERE INEFFECTIVE AND THE PLT ELECTED TO DEPLOY THE ANTI-SPIN PARACHUTE. DESPITE REPEATED EFFORTS BY THE PILOT, THE ANTI-SPIN PARACHUTE WOULD NOT OPEN. DESCENDING OUT OF CONTROL THROUGH 7000 FT, THE PLT SUCCESSFULLY EGRESSSED FROM THE ACFT & PARACHUTED SAFELY TO THE GROUND.

Brief of Accident (Continued)

File No. - 1623

5/18/84

RAMONA, CA

A/C Reg. No. N4772K

Time (Lcl) - 1145 PDT

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

Finding(s)

1. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
 2. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. SAFETY SYSTEM(OTHER) - FAILURE, TOTAL
 4. REMEDIAL ACTION - NOT POSSIBLE -
-

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) 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. - 1706 7/27/84 HOLLISTER, CA A/C Reg. No. N1180A Time (Lc1) - 0821 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - E.L. GRIGGS Q2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A57
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
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)
PRIVATE
SE LAND, ME LAND

Age - 69

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT PASSED OVER THE ARPT TWICE AFTER DEPARTURE WITH THE ENGINE POPPING AND BACKFIRING. A WITNESS WHO HEARD THIS RADIOED THE PLT TO WARN HIM. THE PLT REPLIED THAT HE WAS TRYING TO CORRECT IT WITH THE MIXTURE CONTROL. THE PLT WAS ALSO ADVISED THAT HIS RADIO HAD BACKGROUND NOISE AND A SQUEAL. THE PLT REPLIED THAT IT MUST BE THE OPERATOR. THE ACFT THEN FLEW OUT OF SIGHT. ANOTHER WITNESS HEARD THE ENGINE BACKFIRING AND LOOKED IN TIME TO SEE PARTS FALLING OFF OF THE ACFT. THE ACFT CRASHED INVERTED. THE MAIN WINGS WERE FOUND 165 AND 300 FT FROM THE FUSELAGE. INVESTIGATION REVEALED THAT THE PLT HAD INSTALLED A MODIFIED WING FUEL TANK IN THE FOAM FILLED WING AND THE USE OF AUTO GAS HAD DISSOLVED THE FOAM FILLING BY A LEAK, SPILLAGE, OR OVERFLOW. THE FOAM WAS TESTED WITH AVGAS AND NO DAMAGE RESULTED.

Brief of Accident (Continued)

File No. - 1706

7/27/84

HOLLISTER,CA

A/C Reg. No. N1180A

Time (Lc1) - 0821 PDT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
 3. FLUID,FUEL GRADE - INCORRECT
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

5. WING - SEPARATION
 6. MAINTENANCE,MODIFICATION - IMPROPER - PILOT IN COMMAND
 7. WING - CONTAMINATION
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1690

8/04/84

JULIAN,CA

A/C Reg. No. N5516K

Time (Lcl) - 1530 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	0	1	0	0
Pass	1	0	0	0

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

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

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

ELT Installed/Activated - 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- 220/008 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
BORREGO SPRINGS,CA
Destination
EL CAJON,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 55

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 590	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF SEVERAL 360 DEG CLIMBING TURNS WERE MADE TO GAIN ALT TO CLEAR THE MOUNTAIN RIDGE. THE RIDGE WAS APPROACHED AT 4800 FT MSL WITH THE PLT EXPECTING A THERMAL LIFT OVER THE 5500 FT LEVEL WHICH HAD BEEN ENCOUNTERED MANY TIMES BEFORE. AT 4800 FT MSL THE SECOND PLT STATED "WE AREN'T GOING TO MAKE IT." THE NOSE OF THE ACFT PITCHED DOWN AND BEFORE REMEDIAL ACTION COULD BE TAKEN, THE ACFT ENTERED A 2000 FPM VERTICLE DESCENT CONTACTING THE 4100 FT MSL TERRAIN AT 53 MPH. THE OAT ON THE DAY OF THE ACCIDENT WAS 108 DEGS F.

Brief of Accident (Continued)

File No. - 1690

8/04/84

JULIAN,CA

A/C Reg. No. N5516K

Time (Lc1) - 1530 PDT

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - DOWNDRAFT
5. REMEDIAL ACTION - NOT POSSIBLE - 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) 1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1769 8/26/84 APPLE VALLEY, CA A/C Reg. No. N76VP Time (Lc1) - 1445 CDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/015 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>APPLE VALLEY, CA</p> <p>Destination</p> <p>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>STOP AND GO</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>APPLE VALLEY</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 6500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1060</p> <p>Make/Model- 1021</p> <p>Instrument- 27</p> <p>Multi-Eng - 39</p>	<p>Last 24 Hrs - 8</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 121</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS RECEIVING INSTRUCTION IN SOFT FIELD LANDINGS & RUDDER CONTROL DURING THE LANDING ROLL-OUT. A DOWNWIND APPROACH WAS MADE TO RWY 18 WHICH HAD A DOWNWARD GRADIENT OF 1.5%. FLAPS WERE USED FOR THE APPROACH & THE ACFT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RWY. AS THE WHEELS TOUCHED DOWN THE INSTRUCTOR (CFI) TOLD THE STUDENT TO "BRING UP THE RPM TO ABOUT 12 INCHES & TO HOLD THE NOSE OFF THE RWY." ABOUT HALF WAY DOWN THE RWY, HE WAS STILL HOLDING THE NOSE OFF. SUBSEQUENTLY, AS THEY STARTED TO RAISE THE FLAPS, THE ACFT ENCOUNTERED A GUST & THE LEFT WING LIFTED. THE STUDENT ADDED POWER & RAISED THE NOSE. THE CFI STATED THAT HE QUICKLY REDUCED THE POWER & APPLIED LEFT RUDDER & AILERONS. HE SAID THE ACFT BEGAN TO WHEELBARROW, TURNED LEFT INTO THE DIRT & SUBSEQUENTLY NOSED OVER. THE CFI REPORTED THE WIND WAS FROM 360 DEG AT 15 GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 1769

8/26/84

APPLE VALLEY, CA

A/C Reg. No. N76VP

Time (Lcl) - 1445 CDT

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

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
6. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
7. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1768

8/28/84

LIVERMORE, CA

A/C Reg. No. N2876W

Time (Lc1) - 1856 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
1

Minor
0
2

None
1
0

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/020 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
SAME AS ACC/INC
Destination
S. LAKE TAHOE, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LIVERMORE MUNICIPAL
Runway Ident - 25
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 996
Last 24 Hrs - 0
Make/Model- 398
Last 30 Days- UNK/NR
Instrument- 132
Last 90 Days- 44
Multi-Eng - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT VISUALLY CHECKED THE FUEL TANKS DURING HIS PRE-FLT & ESTIMATED 10-20 GALS OF FUEL REMAINING IN BOTH THE LEFT & RIGHT TANKS. HE SAID THAT THE START, TAXI & RUN-UP WERE PERFORMED WHILE USING THE RIGHT RANK. HE REPORTED THAT THE RIGHT FUEL GAGE READING SUDDENLY WENT TO ZERO, BUT HE SUSPECTED A FAULTY FUEL GAGE READING. NEVERTHELESS, HE SAID HE SELECTED THE LEFT TANK FOR TAKEOFF. AFTER TAKING OFF, THE ACFT WAS CLIMBING THRU ABOUT 200 FT AGL WHEN THE ENG LOST POWER. THE PLT SAID HE SWITCHED TO THE RIGHT TANK, BUT NOTHING HAPPENED, SO HE SWITCHED BACK TO THE LEFT TANK & LANDED GEAR DOWN IN AN ALFALFA FIELD. AN EXAM REVEALED THERE WAS 12 TO 15 GALLON REMAINING IN THE LEFT TANK. THE RIGHT TANK WAS FOUND EMPTY. NO PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1768

8/28/84

LIVERMORE,CA

A/C Reg. No. N2876W

Time (Lc1) - 1856 PDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 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 - FLARE/TOUCHDOWN

-----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. - 1608 8/31/84 HUNTINGTON BCH,CA A/C Reg. No. N6695C Time (Lcl) - 0958 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH C-23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 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
OXNARD,CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1596
Last 24 Hrs - 2
Make/Model- 25
Last 30 Days- UNK/NR
Instrument- 75
Last 90 Days- 168
Multi-Eng - 146

Instrument Rating(s) - NONE

-----Narrative-----

THE 2330 FT RWY HAD A 674 FT DISPLACED THRESHOLD & POWER LINES NEAR THE APCH END. THE PLT REPORTED THAT DURING ARRIVAL, HE MADE A STEEP APCH WITH FULL FLAPS & MIN POWER. AFTER TOUCHING DOWN AT ABOUT MIDFIELD, HE REALIZED THERE WAS INSUFFICIENT RWY REMAINING & ELECTED TO GO AROUND BY ADDING FULL POWER & RETRACTING THE FLAPS. THE ACFT BECAME AIRBORNE, BUT CRASHED INTO A 2.5 FT DIRT BANK & FENCE ABOUT 170 FT FROM THE RWY, THEN SLID & DAMAGED 3 AUTOMOBILES.

Brief of Accident (Continued)

File No. - 1608

8/31/84

HUNTINGTON BCH,CA

A/C Reg. No. N6695C

Time (Lc1) - 0958 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. TERRAIN CONDITION - DIRT BANK

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

Finding(s)

8. OBJECT - FENCE

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

Finding(s)

9. OBJECT - VEHICLE

-----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) 1,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1613

9/03/84

RUBIDOUX,CA

A/C Reg. No. N4967P

Time (Lcl) - 1434 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

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

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

Make/Model - PIPER PA-23-235
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B1A5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PAHRUMP,NV

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FLA BOB
Runway Ident - 24
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 72
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

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

Total	- 22750	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FAILED TO REMOVE THE CONTROL LOCK DURING HIS PREFLT INSPECTION; THUS, THE ELEVATOR CONTROL WAS LOCKED & NO PITCH CONTROL WAS AVAILABLE DURING THE TAKEOFF. ROTATION OCCURRED WHEN THE ACFT REACH FLYING SPEED. THE ACFT BECAME AIRBORNE & ITS PITCH ANGLE CONTINUED TO INCREASE UNTIL THE ACFT DECELERATED & STALLED. THE ACFT THEN DESCENDED OUT OF CONTROL, CRASHED & BURNED.

Brief of Accident (Continued)

File No. - 1613

9/03/84

RUBIDOUX,CA

A/C Reg. No. N4967P

Time (Lcl) - 1434 PDT

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

Finding(s)

1. FLIGHT CONTROL,GUST LOCK - NOT REMOVED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLIGHT CONTROL,ELEVATOR - LOCKED
4. ROTATION - UNCONTROLLED -
5. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED -
7. STALL - UNCONTROLLED -

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1747

9/09/84

HAYWARD, CA

A/C Reg. No. N7338F

Time (Lcl) - 0905 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire
NONE

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

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI

SE LAND, ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4484	Last 24 Hrs -	6
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Make/Model-	2277	Last 30 Days-	0
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Instrument-	318	Last 90 Days-	308
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Multi-Eng -	545
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Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE TAXIING TO RWY 28 ON THE TAXIWAY THE ACFT WAS OVERTAKEN BY A VW BUS WHICH HIT THE ACFTS LEFT WING.

Brief of Accident (Continued)

File No. - 1747

9/09/84

HAYWARD, CA

A/C Reg. No. N7338F

Time (Lc1) - 0905 PDT

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

Finding(s)

1. WING, SPAR - BUCKLED
2. JUDGEMENT - POOR - DRIVER OF VEHICLE
3. DISTANCE - MISJUDGED - DRIVER OF VEHICLE

-----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. - 1748 9/14/84 BAKER, CA A/C Reg. No. N9177U Time (Lcl) - 1330 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DEATH VALLEY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAKER, CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 952
SE LAND	Months Since - 19	Make/Model- 18
	Aircraft Type - PA28140	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- 5
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE QUIT. THE ACFT MADE A STOP DURING ITS X-COUNTRY AND FUEL WAS ADDED WHICH DID NOT FILL THE TANKS. DURING THE NEXT DAYS FLT THE PLT NOTICED THE FULE GAGES INDICATED ALMOST EMPTY AND HEADED FOR THE ARPT AT BAKER, CA. THREE MILES FROM BAKER THE ENGINE SPATTERED AND DIED. AFTER THE LANDING THE ACFT WAS NOSED OVER BUT LITTLE FUEL SPILLAGE WAS EVIDENT. TOTAL FUEL FOUND ON THE ACFT WAS ABOUT ONE PINT.

Brief of Accident (Continued)

File No. - 1748

9/14/84

BAKER,CA

A/C Reg. No. N9177U

Time (Lc1) - 1330 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
6. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
7. REFUELING - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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. - 1770 10/08/84 LONG BEACH, CA A/C Reg. No. N8048L Time (Lcl) - 2100 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
LONG BEACH, CA
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

DAUGHERTY FIELD
Runway Ident - 25R
Runway Lth/Wid - 6192/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 42

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	180	Last 24 Hrs	-	1
Make/Model	-	35	Last 30 Days	-	UNK/NR
Instrument	-	8	Last 90 Days	-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT AFTER HE RETURNED TO THE ARPT FOR A NIGHT LANDING, HE APPLIED BACK PRESSURE DURING THE FLARE, THEN HEARD THE STALL WARNING HORN. SUBSEQUENTLY, THE ACFT WAS DAMAGED WHEN IT LANDED HARD & BOUNCED. HOWEVER, THE PLT WAS ABLE TO TAXI TO THE PARKING AREA.

Brief of Accident (Continued)

File No. - 1770

10/08/84

LONG BEACH, CA

A/C Reg. No. N8048L

Time (Lcl) - 2100 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1601 10/14/84 CORNING, CA A/C Reg. No. N758FN Time (Lcl) - 1830 PDT

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

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

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

Make/Model - CESSNA R172	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CORNING
Wind Dir/Speed- 300/016 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 221
SE LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - C-172	Make/Model- 141
		Instrument- 6
		Last 30 Days- 11
		Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING ON RWY 34, THE ACFT ENCOUNTERED A X-WIND GUST & WAS PUSHED OFF THE RWY. IT SUBSEQUENTLY COLLIDED WITH A DITCH & WAS DAMAGED. THE PLT REPORTED THAT THE WIND WAS FROM 300 DEG AT 16 GUSTING 22 KTS.

Brief of Accident (Continued)

File No. - 1601

10/14/84

CORNING, CA

A/C Reg. No. N758FN

Time (Lcl) - 1830 PDT

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

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1736 3/24/84 GREELEY,CO A/C Reg. No. N6521R Time (Lc1) - 2150 MST

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	TUCUMCARI,NM	WELD COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7035/ 75
Lowest Sky/Clouds - 21000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2845
SE LAND,ME LAND,SE SEA	Months Since - 4	Last 24 Hrs - 96
	Aircraft Type - C-172	Make/Model- 410
		Instrument- 210
		Multi-Eng - 560
		Last 30 Days- UNK/NR
		Last 90 Days- 164

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND THE GROUND DURING A NIGHT FORCED LANDING. THE ACFT HAD MADE SOME STRANGE SOUNDS AND STARTED VIBRATING AFTER TAKEOFF. A GLIDE WAS SET UP FOR A FORCED LANDING. SINCE THE ARPT COULD NOT BE REACHED A LANDING WAS MADE ON A DRY RIVER BED. EXAM OF THE PROP SHOWED 6 3/4 INCHES OF ONE BLADE WERE MISSING AND COULD NOT BE LOCATED. FAILURE OF THE BLADE WAS DETERMINED TO BE FROM A PRE-EXISTING FATIGUE CRACK. THE PLT SAID THE ACFT IS OPERATED OFF OF A GRAVEL STRIP IN NEW MEXICO.

Brief of Accident (Continued)

File No. - 1736

3/24/84

GREELEY, CO

A/C Reg. No. N6521R

Time (Lc1) - 2150 MST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - LOSS, PARTIAL
2. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - INADEQUATE
4. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
5. PROPELLER SYSTEM/ACCESSORIES, BLADE - PREVIOUS DAMAGE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7

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. - 1674 3/28/84 RANGELY, CO A/C Reg. No. N114CW Time (Lcl) - 1648 MST

-----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	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

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

Make/Model - BEECH 65-A90	Eng Make/Model - P&W PT6A-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9650	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 550 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DENVER, CO	RANGELEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 40.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4500/ 75
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 10850
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - 65-A90	Make/Model- 270
		Last 30 Days- UNK/NR
		Instrument- 675
		Last 90 Days- 130
		Multi-Eng - 3950

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF ON A LEFT DOWNWIND DEPARTURE, A POWER LOSS ON BOTH ENGINES OCCURRED. BOTH MAIN GEAR COLLAPSED DURING A FORCED LANDING IN A MUDDY SAGEBRUSH COVERED FIELD. THE PLT HAD REFUELED THE ACFT & HAD FAILED TO DRAIN THE FUEL STORAGE TANK & ACFT FUEL TANKS BEFORE TAKEOFF. FUEL THAT WAS EXTRACTED FROM THE ACFT AFTER THE ACCIDENT REVEALED IT WAS A MIXTURE OF FUEL, WATER & PARTICLES THAT RESEMBLED RUST. FUEL EXTRACTED FROM THE STORAGE TANK INTO A 5 GAL BUCKET CONTAINED RUST PARTICLES, & WHEN MEASURED, CONTAINED 12 INCHES OF WATER & 1 INCH OF FUEL.

Brief of Accident (Continued)

File No. - 1674

3/28/84

RANGELY, CO

A/C Reg. No. N114CW

Time (Lc1) - 1648 MST

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

Finding(s)

1. REFUELING - IMPROPER -
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - CONTAMINATION
4. FLUID,FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET
8. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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. - 1691 5/12/84 NUCLA,CO A/C Reg. No. N71429 Time (Lcl) - 1040 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 182M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
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/YES
Stall Warning System - YES

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

Weather Data

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

Itinerary

Last Departure Point
NUCLA,CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-182

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 338
Make/Model- 175
Instrument- 5

Last 24 Hrs - 6
Last 30 Days- 12
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED, "I MADE ONE PASS ON LOW BOUNDARY SPREADING 100% OF SEED AND BEGAN A CLIMBING LEFT TURN TO MAKE A PASS FROM HIGH SIDE DOWN EAST BOUNDARY. I REACHED ALTITUDE OF APPROXIMATELY 300 FT AGL (ABOVE GROUND LEVEL) AND ATTEMPTED TO PASS OVER TELEPHONE DRAW RIDGE WHEN I ENCOUNTERED A STRONG DOWN DRAFT. I APPLIED FULL CLIMB POWER AND ATTEMPTED TO TURN TO LOWER GROUND BUT WAS UNABLE TO OVERCOME SINK AND CLEAR TERRAIN. I THEN FLARED THE PLANE TO A LANDING ALTITUDE JUST BEFORE TOUCHING DOWN TO MINIMIZE SPEED AND DAMAGE. I DON'T RECALL MUCH AFTER IMPACT BUT INDICATIONS ARE THAT LEFT WING AND MAIN STRUCK FIRST CAUSING 180 DEGREE COUNTER CLOCKWISE ROTATION, THEN TAIL STRUCK AND COLLAPSED LETTING PLANE LAND ON BACK ON TOP OF TAIL." DENSITY ALT OVER THE 6700 FT MSL TERRAIN WAS 9205 FT.

Brief of Accident (Continued)

File No. - 1691

5/12/84

NUCLA,CO

A/C Reg. No. N71429

Time (Lc1) - 1040 MDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. WEATHER CONDITION - DOWNDRAFT
6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
7. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
8. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1630 8/22/84 AKRON, CO A/C Reg. No. N1980U Time (Lcl) - 1319 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 185
Landing Gear - AMPHIBIAN
Max Gross Wt - 3350
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 140/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

AKRON
Runway Ident - 09
Runway Lth/Wid - 4100/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 34
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 - 170 Last 24 Hrs - 6
Make/Model- 11 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS APRX 200 LBS UNDER MAX GROSS WEIGHT FOR THE TAKEOFF. ACCORDING TO THE PILOT ALL OF HIS PREVIOUS TAKEOFFS HAD BEEN AT NEAR SEA LEVEL. HE STATED THAT HE WAS NOT USED TO HIGH DENSITY TAKEOFFS SUCH AS THIS ONE (7011 FEET DENSITY ALTITUDE). THE AIRCRAFT WAS ROTATED APRX THREE QUARTERS OF THE WAY DOWN THE RUNWAY INTO "A LITTLE NOSE HIGH ATTITUDE", CLIMBED TO 100 FT AGL WHEN THE GEAR WAS RAISED AND THE FLAPS WERE RAISED TO 10 DEGREES. AT THIS POINT IT BEGAN TO SETTLE BACK DOWN AND STALLED AT APRX 15 FEET AGL. THE AIRCRAFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE AND FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1630

8/22/84

AKRON,CO

A/C Reg. No. N1980U

Time (Lcl) - 1319 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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. - 1781

8/30/84

CLARK, CO

A/C Reg. No. N4394E

Time (Lcl) - 0800 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -SIGHTSEEING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

NONE

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

1

0

Minor

0

0

None

1

1

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

Make/Model - RAVEN AX-8

Landing Gear - N/A

Max Gross Wt - 710

No. of Seats - UNK/NR

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - N/A

Rated Power - N/A

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010 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 - DIRT

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

NONE

FREE BALLOON

Age - 33

Biennial Flight Review

Current - NO

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 95

Make/Model- 19

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NORMAL HIGH WIND LANDING A PAX RECEIVED TWO FRACTURES OF THE FIBULA BONE. ANOTHER PAX REPORTED THAT THE INJURED PAX WAS STANDING ON ONE LEG WITH THE OTHER KNEE BENT RESTING ON A PROPANE TANK DURING THE LANDING. PAX WERE REPORTEDLY BRIEFED ON THE PROPER TOUCHDOWN FOOTING STANCE BEFORE THE FLIGHT AND AGAIN RIGHT BEFORE THE LANDING.

Brief of Accident (Continued)

File No. - 1781

8/30/84

CLARK, CO

A/C Reg. No. N4394E

Time (Lcl) - 0800 MDT

Occurrence

MISCELLANEOUS/OTHER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PASSENGER BRIEFING - PERFORMED - PILOT IN COMMAND
2. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER

-----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. - 1606

9/02/84

CALHAN,CO

A/C Reg. No. N858E

Time (Lcl) - 1411 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

1

0

0

0

0

0

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

Make/Model - MOLINO OY PIK-20

Landing Gear - SKID

Max Gross Wt - 880

No. of Seats - 1

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - N/A

Rated Power - N/A

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - COMPANY

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 150/015 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLORADO SPRING,CO

Destination

COLORADO SPRGS.,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 - STRAIGHT-IN

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

NONE

GLIDER

Age - 67

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 480

Make/Model- 479

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER STRUCK A BARBED WIRE FENCE WHILE LANDING IN A PASTURE. THE PLT SAID HE ENCOUNTERED A DOWNWASH AT THE EDGE OF A STORM THAT RESULTED IN AN 800 FPM RATE OF DESCENT AND FORCED LANDING.

Brief of Accident (Continued)

File No. - 1606

9/02/84

CALHAN, CO

A/C Reg. No. N858E

Time (Lc1) - 1411 MDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - FENCE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1712 9/16/84 LONGMONT, CO A/C Reg. No. N6579K Time (Lcl) - 1100 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

Wind Dir/Speed- 330/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

ATC/Airspace

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

Runway Ident - 18
Runway Lth/Wid - 1600/ 50
Runway Surface - DIRT
Runway Status - WET

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 12500
Make/Model- 100
Instrument- UNK/NR
Multi-Eng - 11500
Last 24 Hrs - 1
Last 30 Days- 130
Last 90 Days- 150
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING A LOW PASS OVER A STRIP HE WANTED CERTIFIED. DURING AN ATTEMPTED GO-AROUND THE ENG WOULD NOT RESPOND SO THE PLT LANDED. THE ACFT RAN OFF THE END OF THE WET SOD AIRSTRIP AND NOSED OVER. THE PLT SAID AFTER THE ACCIDENT THAT THE CARBURETOR HEAT HAD NOT BEEN USED IN THE LAST 10 MINUTES OF FLT. THE ENGINE WAS TESTED BY THE FAA AFTER THE ACCIDENT AND IT OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1712

9/16/84

LONGMONT, CO

A/C Reg. No. N6579K

Time (Lcl) - 1100 MDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WET

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 1779

9/18/84

BOULDER, CO

A/C Reg. No. N45757

Time (Lcl) - 0930 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - HOMEBUILT KR 2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN 1834CC

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 70 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 - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
BOULDER, CO
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BOULDER MUNI
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 - TRAFFIC PATTERN
PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 93

Make/Model- 7

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT INSTALLED A DIFFERENT PROPELLER ON ACFT TO INCREASE RPM AND THRUST. AFTER TAKEOFF PLT WAS UNABLE TO GAIN SUFFICIENT ALT TO CLR TREES ON BASE LEG. PRECAUTIONARY LANDING WAS MADE ON A HIGHWAY. PLT APPLIED RIGHT BRAKE DURING LANDING ROLL AND ACFT TRAVELED TO THE RIGHT DOWN AN 8 FOOT EMBANKMENT AND THROUGH A BARBED WIRE FENCE.

Brief of Accident (Continued)

File No. - 1779

9/18/84

BOULDER, CO

A/C Reg. No. N45757

Time (Lcl) - 0930 MDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - IMPROPER
2. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. BRAKES(NORMAL) - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 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) 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. - 1780 9/26/84 KIOWA, CO A/C Reg. No. N8145V Time (Lcl) - 1030 MDT

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

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

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ENGLEWOOD, CO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 35.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2000 FT THIN OVC	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- GRASS/TURF
Condition of Light	- DAYLIGHT	- SIMULATED FORCED LANDING	Runway Status
		FORCED LANDING	- HIGH VEGETATION
			ROUGH

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 565	Last 24 Hrs - 1
SE LAND	Months Since - 11	Make/Model - 208	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 303
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING A SIMULATED ENGINE FAILURE THE STUDENT PLT INAVERTANTLY SHUT OFF THE FUEL. DURING THE ACTUAL FORCED LANDING IN A ROUGH FIELD, THE ACFT CONTACTED A YUCCA PLANT AND A GEAR COLLAPSE RESULTED. THE CFI LATER REPORTED THE SPRING LOADED SAFTY STOP ON THE FUEL SELECTOR APPEARED NORMAL BUT IN FACT WAS BROKEN IN A MANNER WHICH ALLOWED THE SELECTOR HANDLE TO PASS OVER THE STOP WITHOUT HAVING TO DEPRESS THE STOP. THE CFI ALSO STATED THE STUDENT PLTS LEG OBSTRUCTED HIS VIEW OF THE SELECTOR SWITCH.

Brief of Accident (Continued)

File No. - 1780

9/26/84

KIOWA, CO

A/C Reg. No. N8145V

Time (Lc1) - 1030 MDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - HIGH VEGETATION
8. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1732

1/24/84

GROTON,CT

A/C Reg. No. N900FE

Time (Lcl) - 2239 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P
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 - COMMERCIAL WX SERVICE
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC
Wind Dir/Speed- 190/002 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WAUKEGAN,IL
Destination
GROTON,CT

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GROTON-NEW LONDON
Runway Ident - 05
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2205
Make/Model-	410
Instrument-	475
Multi-Eng -	86
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	76

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BLOWN OFF COURSE DURING A PROCEDURE TURN FOR AN ILS APPROACH. THE PLT MADE A MISSED APPROACH BECAUSE OF THE MISALIGNMENT AND TRIED A NON STANDARD MEANS OF ORIENTATION FOR THE 2ND ATTEMPT AND INTERCEPTED THE MIDDLE MARKER UNEXPECTEDLY. RADAR SHOWS THE ACFT BEGAN A RAPID DESCENT AND RIGHT TURN. THE WEATHER HAD DETERIORATED TO BELOW MINIMUMS AFTER THE PLTS LAST WEATHER REPORT OF A 600 FT CEILING. THE ACFT IMPACTED THE GROUND AFTER THE PLT DECLARED A 2ND MISSED APPROACH.

Brief of Accident (Continued)

File No. - 1732

1/24/84

GROTON, CT

A/C Reg. No. N900FE

Time (Lc1) - 2239 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
3. RADAR, APPROACH/DEPARTURE - UNAVAILABLE
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
6. PROPER ALIGNMENT - DELAYED - PILOT IN COMMAND
7. CONTROL TOWER - NOT OPERATING
8. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
9. DESCENT - EXCESSIVE - PILOT IN COMMAND
10. IFR PROCEDURE - 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) 2,4,6,8,9,10

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1666 6/04/84 ELLINGTON, CT A/C Reg. No. N5043F Time (Lcl) - 1940 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	1

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

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

Make/Model - CITABRIA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WINDHAM, CT
Destination
ELLINGTON, CT

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
E-LINGTON

Runway Ident - 01
Runway Lth/Wid - 1900/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 55

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	345	Last 24 Hrs	-	9
Make/Model	-	246	Last 30 Days	-	UNK/NR
Instrument	-	10	Last 90 Days	-	61

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS ON SHORT FINAL WITH 100 DEGREE LEFT X-WIND OF 10 KTS GUSTING TO 15 KTS. WHEN A GUST OCCURRED THE LEFT WING DRAGGED THE RWY AND THE ACFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 1666

6/04/84

ELLINGTON, CT

A/C Reg. No. N5043F

Time (Lc1) - 1940 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
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. - 1713

9/08/84

WALLINGFORD,CT

A/C Reg. No. N4FL

Time (Lcl) - 1625 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WALLINGFORD,CT
Destination
GARDEN CITY,NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 206

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

Total	- 1228	Last 24 Hrs	- UNK/NR
Make/Model-	490	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
		Rotorcraft	- 1145

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES AFTER THE PLT ANNOUNCED BY RADIO THAT HE WAS GOING TO MAKE A LOW PASS OVER THE SITE OF AN OUTDOOR EVENT THAT HE HAD JUST ATTENDED. SOME WITNESSES SAW THE HELICOPTER FLYING EXTREMELY LOW. IT APPEARED THAT ONE OF THE LANDING SKID STRUTS CONTACTED THE WIRE. THE ACFT FLIPPED UPSIDE DOWN AND SEPARATED INTO PARTS AS IT DESCENDED TO THE GROUND.

Brief of Accident (Continued)

File No. - 1713

9/08/84

WALLINGFORD,CT

A/C Reg. No. N4FL

Time (Lc1) - 1625 EDT

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

Finding(s)

1. OBJECT - WIRE,STATIC
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. FUSELAGE - SEPARATION

-----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. - 1655

6/05/84

REHOBOTH BEACH, DE

A/C Reg. No. N5870V

Time (Lc1) - 1140 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None.

Type of Operation - PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

0

0

0

1

Pass

0

0

0

1

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

Make/Model - PIPER PA-32R

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3400

No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

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- 270/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHAMBERSBURG, PA

Destination

REHOBOTH BEACH, PA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

REHOBOTH BEACH

Runway Ident - 30

Runway Lth/Wid - 2790/ 150

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 67

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2088

Make/Model- 14

Instrument- 296

Multi-Eng - 851

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BASED ON ERRONEOUS INFORMATION PIC ASSUMED ROAD CONSTRUCTION WAS WORK TO PAVE GRASS STRIP. HE LANDED ON A ROAD BEING CONSTRUCTED IN A HOUSING EXPANSION AREA. DURING LANDING ROLL THE LEFT MAIN GEAR BROKE OFF AFTER CONTACTING A DIRT MOUND.

Brief of Accident (Continued)

File No. - 1655

6/05/84

REHOBOTH BEACH, DE

A/C Reg. No. N5870V

Time (Lcl) - 1140 EDT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
4. IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1647

4/14/84

KEY WEST, FL

A/C Reg. No. N5942N

Time (Lc1) - 1704 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-MANEUVERING				
Fire		1	0	0	0
ON GROUND		1	0	0	0
Crew					
Pass					

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

Make/Model - ROCKWELL INTL 114A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3260
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-T4B5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEY WEST, FL
Destination
SUGAR LOAF KEY, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 27
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 320	Last 24 Hrs	- 1
Make/Model-	60	Last 30 Days-	40
Instrument-	55	Last 90 Days-	68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOOK OFF FROM RWY 27. SEVERAL WITNESSES STATED THE ACFT APPEARED UNUSUALLY SLOW DURING THE INITIAL CLIMB. THE PLT REPORTED TO THE TOWER HE HAD A PROBLEM & WAS GOING TO "COME AROUND." THE ACFT ENTERED A RIGHT TURN AND APPEARED TO STOP CLIMBING AT 200 FT AGL. A WITNESS STATED THE LANDING GEAR WAS EXTENDED, THE ENGINE DID NOT SOUND LIKE IT WAS DEVELOPING FULL POWER AND THE LEFT CABIN DOOR WAS OPEN APRX 8 TO 10 INCHES. AFTER APRX 90 DEG OF RIGHT TURN, THE ACFT NOSE DROPPED, THE PLANE ROLLED TO THE RIGHT, THEN IT DESCENDED BELOW THE TREELINE & CRASHED INTO THE SIDE OF A HOUSE. AN EXAM OF THE ACFT STRUCTURE, FLT CONTROLS & ENG REVEALED NO PRE-CRASH FAILURE OR MALFUNCTION. THE LEFT CABIN DOOR WAS FOUND IN THE OPEN POSITION AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1647

4/14/84

KEY WEST, FL

A/C Reg. No. N5942N

Time (Lcl) - 1704 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
 2. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1692

6/22/84

HOMESTEAD, FL

A/C Reg. No. N6932H

Time (Lcl) - 1500 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	1

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

Make/Model - PIPER J-3 CUB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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)

PRIVATE
SE LAND, ME LAND

Age - 51

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED A LOSS OF DIRECTIONAL CONTROL OCCURRED DURING THE TAKEOFF GROUND ROLL. THE ACFT TRAVELED OFF THE RWY AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 1692

6/22/84

HOMESTEAD, FL

A/C Reg. No. N6932H

Time (Lc1) - 1500 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

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. - 1752

8/31/84

MIAMI, FL

A/C Reg. No. N23665

Time (Lc1) - 1915 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-38
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
LOCAL

ATC/Airspace

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

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)
PRIVATE
SE LAND

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

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	-	63	Last 24 Hrs -	0
Make/Model-	3		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF THE ACFT VEERED TO THE LEFT AND COLLIDED WITH A PARKED ACFT. THE PLT STATED A GUST OF WIND CAUSED THE ACFT TO VEER. THE ACFT OPERATOR REPORTED THE PLT WAS HELPING THE PAX WITH A SEATBELT WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1752

8/31/84

MIAMI, FL

A/C Reg. No. N23665

Time (Lc1) - 1915 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. OBJECT - AIRCRAFT PARKED
-

-----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. - 1751 9/24/84 MIAMI, FL A/C Reg. No. N777TA Time (Lcl) - 1022 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

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

ELT Installed/Activated - YES/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- 070/013 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

OPA LOCKA WEST
Runway Ident - 09
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 247
Last 24 Hrs - 1
Make/Model- 73
Last 30 Days- UNK/NR
Instrument- 21
Last 90 Days- 74
Multi-Eng - 20

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED, THE ACFT WAS LIFTED OFF PREMATURELY IN GROUND EFFECT ON TAKEOFF. WHEN THE ACFT REACHED TREE TOP LEVEL A GUST OF WIND CAUSED THE ACFT TO DRIFT TO THE RIGHT OF THE RWY WHERE THE RIGHT WING CONTACTED TREES. THE ACFT SPUN 180 DEG IN HEADING BEFORE CONTACTING THE GROUND.

Brief of Accident (Continued)

File No. - 1751

9/24/84

MIAMI, FL

A/C Reg. No. N777TA

Time (Lcl) - 1022 EDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

Finding(s)

6. TERRAIN CONDITION - GROUND

-----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) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1617 9/27/84 NICEVILLE, FL A/C Reg. No. N44GP Time (Lc1) - 1300 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - THOMAS PITTS SPECIAL S1-SP
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 1

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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- 010/006 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
NICEVILLE, IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

ATP
SE LAND, ME LAND

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

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

Total	- 21250	Last 24 Hrs	- UNK/NR
Make/Model-	304	Last 30 Days-	UNK/NR
Instrument-	1300	Last 90 Days-	40
Multi-Eng -	18050	Rotorcraft -	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DUE TO FAILURE OF THE ENGINE THROTTLE LINKAGE THE ENGINE DECELERATED TO IDLE POWER. THE PLT ELECTED TO PERFORM A FORCED LANDING IN A BAYOU.

Brief of Accident (Continued)

File No. - 1617

9/27/84

NICEVILLE, FL

A/C Reg. No. N44GP

Time (Lc1) - 1300 EDT

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1637 9/28/84 NAPLES, FL A/C Reg. No. N11PM Time (Lcl) - 1152 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

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

Make/Model - CESSNA 421

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6840

No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL GTS10-520

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 375 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 210/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 800 FT SCATTERED

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

NAPLES MUNICIPAL

Runway Ident - 22

Runway Lth/Wid - 5000/ 150

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 - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2932

Make/Model- 147

Instrument- 234

Multi-Eng - 1513

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMBOUT ON THIS FAA CHECK RIDE THE ACFT EXPERIENCED A NOSE GEAR EXTENSION-RETRACTION MALFUNCTION OF UNKNOWN ORIGIN. THE PLT WAS UNABLE TO EXTEND THE NOSE GEAR FOR LANDING. ACCORDING TO THE FAA EXAMINER ON THE FLT, THE PIC SHUT DOWN BOTH ENGINES ON FINAL APCH TO MINIMIZE PROP/ENGINE DAMAGE DURING ROLLOUT. HE DID THIS AT A POINT SUCH THAT THE LOSS OF PWR PREVENTED THE ACFT FROM REACHING THE END OF THE RWY. THE ACFT TOUCHED DOWN SHORT OF THE RWY THRESHOLD. THE SEVERITY OF THE DAMAGE WAS AGGRAVATED BY THE UNDERSHOOT, ACCORDING TO THE EXAMINER. ACCORDING TO THE PIC, HE LANDED IN THE GRASS BESIDE AND NOT BEFORE THE RWY THRESHOLD. THE FAA EXAMINER WAS IN THE REAR OF THE ACFT DURING LANDING TO AID IN KEEPING THE NOSE UP DURING ROLLOUT. ACCORDING TO THE PIC, DAMAGE WAS LIMITED TO THE NOSE SECTION (RADAR ANTENNA) AND ONE BLADE ON EACH PROPELLER.

Brief of Accident (Continued)

File No. - 1637

9/28/84

NAPLES, FL

A/C Reg. No. N11PM

Time (Lcl) - 1152 EDT

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

Finding(s)
1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL

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

Finding(s)
2. DESCENT - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1750

9/29/84

LA BELLE, FL

A/C Reg. No. N65457

Time (Lc1) - 1120 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

LA BELLE MUNICIPAL
Runway Ident - 32
Runway Lth/Wid - 3800/ 50
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 - UNK/NR

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS MAKING A GO-AROUND BECAUSE OF A WIND GUST AND SAID HE ADDED "SOME POWER" AND RETRACTED THE FLAPS BUT THE ACFT CONTINUED TO DRIFT LEFT UNTIL IT COLLIDED WITH THE TREES TO THE LEFT OF THE RWY AT ABOUT MIDFIELD.

Brief of Accident (Continued)

File No. - 1750

9/29/84

LA BELLE, FL

A/C Reg. No. N65457

Time (Lc1) - 1120 EDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. OBJECT - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1619 2/04/84 HOBOKEN,GA A/C Reg. No. N8771D Time (Lcl) - 1816 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
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- 250/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WAYCROSS,GA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HOBOKEN
Runway Ident - 90
Runway Lth/Wid - 1800/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 25	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON BASE LEG FOR LANDING, THE FORWARD RIGHT WING STRUT FAILED CAUSING THE RIGHT WING TO SEPARATE. THE ACFT THEN ENTERED AN UNCONTROLLED DESCENT & CRASHED. THE NON-CERTIFICATED PLT OWNED THE ACFT. HE HAD NOT COMPLIED WITH AIRWORTHINESS DIRECTIVE 77-03-08. THE LAST ANNUAL MAINT INSP WAS PERFORMED ON 12-04-81. AD 77-03-08 REFERS TO DETECTION AND CORRECTION OF EXCESSIVE CORROSION OF WING LIFT STRUTS. METALLURGICAL ANALYSIS REVEALED THAT THE FORWARD LIFT STRUT TUBE WALL HAD BEEN SIGNIFICANTLY REDUCED BY CORROSIVE ATTACK ON THE INTERIOR SURFACE. OTHER FAILURES OF THE WING WERE SECONDARY.

Brief of Accident (Continued)

File No. - 1619

2/04/84

HOBOKEN,GA

A/C Reg. No. N8771D

Time (Lc1) - 1816 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
2. WING,BRACING STRUT - CORRODED
3. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - PILOT IN COMMAND
4. WING,BRACING STRUT - FAILURE,TOTAL
5. WING - SEPARATION

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

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

Finding(s)

6. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1620

2/19/84

DAWSON,GA

A/C Reg. No. N6558K

Time (Lcl) - 0830 EST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - GRUMMAN G-164B

Eng Make/Model - P&W R985-AN14B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT.OVERCAST

Obstructions to Vision- SMOKE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

DAWSON MUNICIPAL

Runway Ident - 30

Runway Lth/Wid - 300/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 44

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FAILED CYLINDER HEAD ASSEMBLY RESULTED IN A TOTAL POWER LOSS VERY SHORTLY AFTER TAKEOFF. WITNESSES OBSERVED THE AERIAL APPLICATION ACFT AT 30-50 FT AGL OVER THE RWY BEFORE IT PULLED UP STEEPLY, ROLLED AND ENTERED A NEAR VERTICAL UNCONTROLLED DESCENT TO IMPACT. A POST CRASH FIRE CONSUMED MOST OF THE WRECKAGE. DESPITE OPEN LEVEL TERRAIN OFF THE END OF THE RWY, THE PLT ATTEMPTED TO RETURN TO THE RWY FOR A FORCED LDG. A METALLURGICAL EXAMINATION OF THE FAILED CYLINDER HEAD REVEALED EXTENSIVE FATIGUE CRACKING INITIATED IN THE CYLINDER LINER THREAD ROOTS AND BETWEEN THE COOLING FINS AT THE TOP OF THE CYLINDER.

Brief of Accident (Continued)

File No. - 1620

2/19/84

DAWSON,GA

A/C Reg. No. N6558K

Time (Lcl) - 0830 EST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FATIGUE
 2. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
-

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

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1628 5/06/84 DALLAS,GA A/C Reg. No. N6293V Time (Lcl) - 0300 EDT

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2658	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATLANTA,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 102
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

APPROXIMATELY ONE-HALF HOUR AFTER TAKEOFF, THE AIRCRAFT COLLIDED WITH RISING TERRAIN AND WAS DESTROYED. THE FLIGHT WAS UNAUTHORIZED AND NO WITNESSES OBSERVED THE CRASH. WEATHER AT THE TIME OF THE CRASH IS UNKNOWN. THE PRIVATE PILOT ON BOARD PROBABLY HAD NOT FLOWN IN APRX 1 YEAR AND WAS NOT CHECKED OUT IN THE MODEL OF ACFT INVOLVED IN THIS ACCIDENT ACCORDING TO AVAILABLE RECORDS. A STUDENT PILOT WAS ALSO ON BOARD THE AIRCRAFT. THE ANGLE OF IMPACT WAS APRX 75-90 DEGREES NOSE LOW. CHORDWISE SCRATCHES AND DEEP LEADING EDGE NICKS WERE FOUND ON BOTH PROP BLADES. ONE BLADE EXHIBITED TWISTING. NO INDICATION OF PREIMPACT ENGINE MALFUNCTION WAS NOTED.

Brief of Accident (Continued)

File No. - 1628

5/06/84

DALLAS,GA

A/C Reg. No. N6293V

Time (Lc1) - 0300 EDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 7. WEATHER CONDITION - CLOUDS
 8. LIGHT CONDITION - DARK NIGHT
 9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
 11. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - 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) 9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1609

5/31/84

MARIETTA,GA

A/C Reg. No. N56520

Time (Lc1) - 1630 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MAULE M-6-235
Landing Gear - FLOAT
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KENNESAW,GA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAUREL LAKE
Runway Ident - UNK/NR
Runway Lth/Wid - 2500/ 500
Runway Surface - WATER
Runway Status - WATER-CALM

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND,SE SEA

Age - 58

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4500	Last 24 Hrs	- 2
Make/Model-	45	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	15
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLOAT EQUIPPED ACFT DEPARTED ON A SOUTHWESTERLY HEADING FROM THE LAKE. SURFACE WINDS WERE REPORTED FROM THE NORTH AT 8 KTS GUSTING TO 15. WITH FULL FLAPS EXTENDED THE ACFT GOT AIRBORNE AND CONTINUED A DOWNWIND CLIMB OVER A TREE LINE TO ABOUT 250 FT AGL. THE ACFT DECELERATED AND STALLED ENTERING AN UNCONTROLLED DESCENT TO IMPACT IN THE UNIMPROVED GROUND IN A STEEP NOSE DOWN ATTITUDE. ACCORDING TO THE ACFT FLIGHT MANUAL THE RECOMMENDED FLAP SETTING FOR TAKEOFF WAS THE SECOND NOTCH AND FOR CLIMB THE FIRST NOTCH.

Brief of Accident (Continued)

File No. - 1609

5/31/84

MARIETTA,GA

A/C Reg. No. N56520

Time (Lc1) - 1630 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - GUSTS
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1605

6/20/84

CUMMING, GA

A/C Reg. No. N231

Time (Lcl) - 1144 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

2

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - CAMAIR 480
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4323
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-B

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 240 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- 340/006 KTS

Visibility - 11.0 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

WOODSTOCK, GA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DOWNING

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 - 53

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT CROSSED A HIGHWAY AFTER TAKING OFF, ENTERED A LEFT TURN, DESCENDED & PULLED BACK UP, THEN WENT OUT OF CONTROL & CRASHED. ONE WITNESS INDICATED THAT THE ACFT ENTERED A SPIN PRIOR TO CRASHING. AN EXAM OF THE WRECKAGE SHOWED EVIDENCE THAT THE RIGHT ENG WAS PROVIDING POWER. THE LEFT PROP WAS FOUND IN A FEATHERED POSITION, BUT THE COCKPIT CONTROLS WERE NOT POSITIONED TO FEATHER THE LEFT PROP. AN EXAM OF THE LEFT ENG REVEALED THAT THE #5 CONNECTING ROD HAD FAILED FROM FATIGUE. THE FATIGUE HAD ORIGINATED IN AN AREA WHERE THE ROD HAD BEEN BENT. THERE WAS EVIDENCE OF PREVIOUS COLUMN BENDING OF THE ROD (POSSIBLY FROM A HYDROSTATIC LOCK). THE LEFT PRIMER WAS FOUND BROKEN.

Brief of Accident (Continued)

File No. - 1605

6/20/84

CUMMING,GA

A/C Reg. No. N231

Time (Lcl) - 1144 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - PREVIOUS DAMAGE
2. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE

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

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1618 10/03/84 MILLEDGEVILLE,GA A/C Reg. No. N38685 Time (Lc1) - 1000 EDT

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

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 65 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANDERSVILLE,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MILLEDGEVILLE,GA	BALDWIN CITY
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 431
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 59
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED FOR THE INTENDED DESTINATION, BUT WAS UNABLE TO FIND THE ARPT DUE TO FOG. AFTER LANDING AT ANOTHER NEARBY ARPT, HE FOUND NO AV-GAS AVAILABLE. HE THEN ELECTED TO RETURN TO HIS ORIGINAL DESTINATION, BUT EXPERIENCED A TOTAL POWER LOSS DUE TO FUEL EXHAUSTION APRX 7 MI SHORT OF THE ARPT. A FORCED LANDING WAS MADE IN A PLOWED FIELD. DURING THE LANDING ROLL, THE NOSE GEAR WHEEL SANK IN SOFT SOIL & THE ACFT NOSED OVER. THE ELAPSED TIME FROM INITIAL TAKEOFF UNTIL THE ACCIDENT OCCURRED WAS 45 MIN. THE PLT ESTIMATED HIS FUEL REMAINING AT THE TIME OF INITIAL TAKEOFF TO BE 72 MINUTES.

Brief of Accident (Continued)

File No. - 1618

10/03/84

MILLEDGEVILLE,GA

A/C Reg. No. N38685

Time (Lc1) - 1000 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1762 6/08/84 SOUTH PELTO,GM A/C Reg. No. N2276Q Time (Lcl) - 1300 CDT

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 420 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	S TIMBALIER BLK,GM			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DULAC,LA		Runway Ident	- N/A
Wind Dir/Speed	- 110/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Surface	- WATER
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- WATER - CHOPPY
Lowest Ceiling	- 1200 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN		
Obstructions to Vision	- HAZE		FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1167	Last 24 Hrs - 3
NONE	Months Since - 1	Make/Model- 252	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - 206B	Instrument- 228	Last 90 Days- 97
			Rotorcraft - 1167

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE CRUISING AT 550 FT ABOVE THE GULF OF MEXICO, THE PLT NOTED HI TOT INDICATIONS, FOLLOWED BY LOSS OF N1 RPM & ENG FAILURE. AN AUTOROTATION WAS INITIATED WHICH TERMINATED IN A HARD LANDING IN 5 FT WAVES. ONE EMERGENCY FLOAT SEPARATED DURING THE LANDING & THE HELICOPTER ROLLED OVER, BUT CONTINUED TO FLOAT. A TEARDOWN OF THE ENG REVEALED THAT A 2ND STAGE COMPRESSOR WHEEL BLADE, P/N 6890502, HAD FAILED. THIS RESULTED IN SEVERE DAMAGE TO THE 2ND & 4TH STAGE AREAS OF THE ENG.

Brief of Accident (Continued)

File No. - 1762

6/08/84

SOUTH PELTO,GM

A/C Reg. No. N2276Q

Time (Lcl) - 1300 CDT

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

Finding(s)
1. COMPRESSOR ASSEMBLY, BLADE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

Finding(s)
3. TERRAIN CONDITION - WATER, ROUGH
4. LANDING GEAR, FLOAT ASSEMBLY - OVERLOAD

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1676

7/01/84

DYERSVILLE, IA

A/C Reg. No. N9857V

Time (Lcl) - 1800 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 -DESCENT

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

Make/Model - CESSNA 188

Eng Make/Model - CONTNENTAL IO-520-D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 300 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DYERSVILLE, IA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DYERSVILLE

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 - 26

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-188

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 400

Make/Model- 120

Instrument- 50

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OVER MAX GROSS WT BY APRX 147 LBS AND EXCEEDED THE FWD CG LIMIT WITH A 1200 LB CHEMICAL LOAD. DURING THE INITIAL CLIMB AT 50-100 FT AGL THE ACFT COULD NOT MAINTAIN FLYING SPEED, STALLED, AND ENTERED AN UNCONTROLLED DESCENT. THE ACFT IMPACTED ABOUT 300 YDS FROM THE END OF THE RWY IN AN OAT FIELD. NO EFFORT WAS MADE TO DUMP THE CHEM LOAD.

Brief of Accident (Continued)

File No. - 1676

7/01/84

DYERSVILLE, IA

A/C Reg. No. N9857V

Time (Lc1) - 1800 CDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD

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

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

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. - 1715 8/10/84 BLAKESBURG,IA A/C Reg. No. N6735Q Time (Lc1) - 2020 CST

-----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 -DESCENT

Fire
NONE

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

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ANTIQUE
Runway Ident - 18
Runway Lth/Wid - 2170/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 37

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - C-175

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2662	Last 24 Hrs	-	1
Make/Model-	37		Last 30 Days-	UNK/NR	
Instrument-	16		Last 90 Days-	39	
Multi-Eng	-	567			

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MUSHED INTO TALL CORN OFF THE END OF THE RWY DURING AN ATTEMPTED GO-AROUND. THE PLT SAID HE LANDED LONG ON THE 2170 FT TURF RWY IN CALM AIR AND DID NOT THINK HE COULD STOP SO A GO-AROUND WAS INITIATED. HE SAID A SEAT BELT INTERFERED WITH THE OPERATION OF THE FLAP HANDLE AND AN INCORRECT SETTING RESULTED. THE AIRSPEED WAS MARGINAL WHEN THE FLAPS WERE BEING CHANGED AND AS A WING DROPPED THE PLT SAID POWER WAS REDUCED TO PREVENT A "TORQUE ROLL." THE PLT SAID HE SAW THAT HE WAS NOT GOING TO "MAKE IT" SO HE CONCENTRATED OF KEEPING THE WINGS LEVEL. THE ACFT NOSED OVER IN THE CORN. THE PLTS TOTAL FLT EXPERIENCE IN THIS MAKE ACFT WAS REPORTED AS 37 HOURS.

Brief of Accident (Continued)

File No. - 1715

8/10/84

BLAKESBURG, IA

A/C Reg. No. N6735Q

Time (Lc1) - 2020 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
7. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - CROP

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1698 8/17/84 OSKALOOSA, IA A/C Reg. No. N516PC Time (Lcl) - 1750 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 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- 040/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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, ATP
SE LAND, ME LAND
HELICOPTER

Age - 43
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5445 Last 24 Hrs - UNK/NR
Make/Model- 230 Last 30 Days- 25
Instrument- 4150 Last 90 Days- 72
Multi-Eng - 3900 Rotorcraft - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SEVERAL WITNESSES VIEWED THE ACFT CIRCLING OVER A BEAN FIELD AT AN ALT OF 200 TO 300 FT AGL. THE PLT AND PAX WERE REPORTEDLY LOOKING FOR A RADIO-CONTROLLED AIRPLANE LOST IN THE FIELD. WITNESSES CONTINUED TO STATE AN INCREASE OF POWER OCCURRED AND THE ACFT BEGAN A CLIMBING LEFT TURN DURING WHICH THE LEFT WING DROPPED AND THE ACFT ENTERED A SPIN. THE ACFT CRASHED IN THE BEAN FIELD 1/8 MILE NE OF THE OSKALOOSA APRT.

Brief of Accident (Continued)

File No. - 1698

8/17/84

OSKAL00SA,IA

A/C Reg. No. N516PC

Time (Lc1) - 1750 CDT

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

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 3. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

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

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

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

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. - 1680

9/19/84

DAVENPORT, IA

A/C Reg. No. N155DH

Time (Lcl) - 1500 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 -DESCENT

Fire NONE
Crew Pass

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

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

Eng Make/Model - LYCOMING IO-360-C1E
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 - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/007 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
ESTERVILLE, IA
Destination
DAVENPORT, IA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MUNICIPAL
Runway Ident - 20
Runway Lth/Wid - 4000/ 100
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 78
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4245
Make/Model- 4245
Instrument- 191
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS ON VFR FINAL APPROACH FOLLOWING A PRACTICE INSTRUMENT FLIGHT. COMMERCIAL PILOT WITH INSTRUMENT RATING IN LEFT SEAT FLEW INSTRUMENT PORTION OF FLIGHT AND DECLINED OFFER TO LAND FROM INSTRUCTOR IN RIGHT SEAT DUE TO HER LACK OF PROFICIENCY. ON FINAL AFTER FLAP DEPLOYMENT INSTRUCTOR ALLOWED ACFT TO GET TOO SLOW RESULTING IN INADVERTENT STALL AND MUSHING INTO THE GROUND.

Brief of Accident (Continued)

File No. - 1680

9/19/84

DAVENPORT, IA

A/C Reg. No. N155DH

Time (Lcl) - 1500 CDT

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

Finding(s)

1. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1703 7/25/84 BURLEY, ID A/C Reg. No. N50618 Time (Lcl) - 1741 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
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 O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 330/007 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURLEY, ID
Destination
BLACKFOOT, ID

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

07
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)
FOREIGN
SE LAND

Age - 21

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 95	Last 24 Hrs	- 7
Make/Model-	47	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	45

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A POTATO FIELD AND NOSED OVER AFTER THE ENGINE LOST POWER. THE PLT SAID SHE USED CARBURETOR HEAT WHEN THE ENGINE STARTED RUNNING ROUGH. THE ENGINE DID NOT IMMEDIATELY IMPROVE BUT WAS RUNNING IN SURGES FROM 1800-2200 RPM. THE PLT CUT THE CARB HEAT OFF AND THE ENGINE GOT WORSE. AT ONE POINT THE RPM IMPROVED THEN WORSENERD DRAMATICALLY. AFTER A SHORT WHILE THE ENGINE DIED. POST ACCIDENT INVESTIGATION AND INSPECTION FOUND THE ENGINE NORMAL.

Brief of Accident (Continued)

File No. - 1703

7/25/84

BURLEY, ID

A/C Reg. No. N50618

Time (Lc1) - 1741 MDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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) 2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1686 8/05/84 ELK CITY, ID A/C Reg. No. N9227W Time (Lcl) - 1700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 300/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRANGEVILLE, ID
Destination
ELK CITY, ID

Airport Proximity
ON AIRPORT

Airport Data

ELK CITY AIRPORT
Runway Ident - 15
Runway Lth/Wid - 3300/ 100
Runway Surface - DIRT
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
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1057
Make/Model- 154
Instrument- 0
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE LANDING ON THE UPHILL CURVED AIRSTRIIP A 30 KNOT TAILWIND GUST OCCURRED. DUE TO OBSTACLED AND THE WIND, THE PLT DISREGARDED AN ABORTED LANDING AND CONTINUED STRAIGHT AHEAD ON THE RUNWAY. THE ACFT TRAVELED OFF THE DEPARTURE END OF THE RWY, CONTACTED A FENCE AND NOSED OVER IN A DITCH. THE PLT STATED THUNDERSTORMS WERE IN THE AREA BUT NO WIND WAS DETECTED IN THE TRAFFIC PATTERN BEFORE LANDING.

Brief of Accident (Continued)

File No. - 1686

8/05/84

ELK CITY, ID

A/C Reg. No. N9227W

Time (Lc1) - 1700 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. ABORTED LANDING - DISREGARDED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - FENCE

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

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1734 8/12/84 MOUNTAIN HOME, ID A/C Reg. No. N8337Z Time (Lcl) - 1300 MDT

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

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

Make/Model - CESSNA 210-5(205)	Eng Make/Model - CONTINENTAL IO-470-S	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOUNTAIN HOME, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NONE
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - ROUGH
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7400
SE LAND,ME LAND	Months Since - 8	Make/Model- 102
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 396
		Rotorcraft - 900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMB THE RPMS STARTED TO DECREASE. THE ACFT WAS UNABLE TO MAINTAIN ALT AND A FORCED LANDING WAS MADE. DURING INVESTIGATION A BOGUS FUEL FILTER WAS FOUND BETWEEN THE FUEL CONTROL UNIT AND THE FUEL INJECTOR. THE FILTER WAS CLOGGED WITH DEBRIS. THE ENGINE WOULD NOT RUN WITH THE FILTER IN PLACE. WHEN THE FILTER WAS REMOVED, THE ENGINE RAN.

Brief of Accident (Continued)

File No. - 1734

8/12/84

MOUNTAIN HOME, ID

A/C Reg. No. N8337Z

Time (Lcl) - 1300 MDT

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

Finding(s)

1. FUEL SYSTEM, FILTER - BOGUS PART
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. FUEL SYSTEM, FILTER - DIRTY(FOGGY)
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1739 8/14/84 NAMPA, ID A/C Reg. No. N5553X Time (Lcl) - 0830 MDT

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

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

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

Make/Model - ROCKWELL THRUSH SR2	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6000	Engine Type - TURBOSHAFT	
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	NAMPA, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NAMPA, ID	HUBLER FIELD
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
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 - 3246
SE LAND	Months Since - 9	Last 24 Hrs - 6
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1245
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 245
		Rotorcraft - 273

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT BEGAN TO LOSE POWER WHILE ENGAGED IN AERIAL APPLICATION SO THE PLT DUMPED HIS LOAD AND HEADED FOR THE AIRSTRIP. ENROUTE THE POWER DETERIORATED SO THE PLT ELECTED TO LAND. CUTTING THE MIXTURE GAVE THE ENGINE A SURGE WHICH CAUSED AN OVERSHOOT INTO STANDING CORN. THE CAUSE OF THE POWER LOSS WAS FOUND TO BE A FAILED THROTTLE BOLT.

Brief of Accident (Continued)

File No. - 1739

8/14/84

NAMPA, ID

A/C Reg. No. N5553X

Time (Lcl) - 0830 MDT

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

Finding(s)

1. THROTTLE/POWER LEVER, BELLCRANK - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - INADVERTENT DEACTIVATION - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - CROP
5. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1794 10/06/84 HAMPSHIRE,IL

A/C Reg. No. N53130

Time (Lcl) - 1600 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	1

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

Fire
NONE

Crew
Pass

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

Make/Model - AEROTEK,INC. PITTS S-2B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

Eng Make/Model - LYCOMING AE-105-40
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 120/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MILWAUKEE,WI
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

CASA DE AERO
Runway Ident - 09
Runway Lth/Wid - 3000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 840	Last 24 Hrs	- 3
Make/Model	- 111	Last 30 Days	- UNK/NR
Instrument	- 96	Last 90 Days	- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING FLARE THE ACFT STALLED AT ABOUT 15 FT. BOTH MAIN LDG GEAR COLLAPSED WHEN THE ACFT COLLIDED WITH THE RUNWAY.

Brief of Accident (Continued)

File No. - 1794

10/06/84

HAMPSHIRE,IL

A/C Reg. No. N53130

Time (Lc1) - 1600 CDT

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

Finding(s)

1. FLARE - PREMATURE - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - RUNWAY
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1793 10/08/84 LINCOLN,IL A/C Reg. No. N44730 Time (Lcl) - 1745 CDT

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

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

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-E1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - TURBOPROP	
No. of Seats - 7	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SHELBYVILLE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOGAN CO.
Wind Dir/Speed- CALM		Runway Ident - 21
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 2492/ 70
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 901
SE LAND,ME LAND	Months Since - 19	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 34
		Last 30 Days- UNK/NR
		Instrument- 209
		Last 90 Days- 26
		Multi-Eng - 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT TOUCHDOWN OCCURRED ON THE FIRST THIRD OF THE RWY AND BRAKING SEEMED INEFFECTIVE. HE FURTHER STATED THAT AS BRAKE PRESSURE WAS INCREASED THE SEAT BACK FAILED. A REPRESENTATIVE OF THE FAA EXAMINED THE SEAT AND FOUND NO EVIDENCE OF MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 1793

10/08/84

LINCOLN,IL

A/C Reg. No. N44730

Time (Lcl) - 1745 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)
2. OBJECT - RUNWAY LIGHT

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1787 6/16/84 INDIANAPOLIS, IN A/C Reg. No. N93023 Time (Lcl) - 2300 EDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2E	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 13
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED AIRSPEED APPEARED TOO FAST ON FINAL SO A GO-AROUND WAS INITIATED. POWER WAS ADVANCED AND PLT RAISED THE FLAPS WHICH WERE FULL DOWN. PLT STATED, WHEN FLAPS CAME UP THE ACFT STARTED SINKING AND IT SETTLED INTO TREES OFF THE END OF RWY. PLT STATED ACFT DID NOT SEEM TO HAVE ENOUGH POWER TO CLEAR THE TREES. POST ACCIDENT INSPECTION OF THE ENGINE REVEALED NO DISCREPANCIES. THE PLT WAS NOT AUTHORIZED TO FLY THE ACFT.

Brief of Accident (Continued)

File No. - 1787

6/16/84

INDIANAPOLIS, IN

A/C Reg. No. N93023

Time (Lc1) - 2300 EDT

Occurrence UNDERSHOOT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1789

8/25/84

KOKOMO,IN

A/C Reg. No. N67995

Time (Lcl) - 1530 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 - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KOKOMO,IN
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

GLENDAL
Runway Ident - 36
Runway Lth/Wid - 2048/ 110
Runway Surface - GRASS/TURF
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 - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total - 30	Last 24 Hrs - 1
Make/Model- 3	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THE ACFT WAS 1/2 WAY DOWN THE RWY AND HAD NOT TOUCHED DOWN SO BACK PRESSURE ON THE YOKE WAS RELEASED. THE ACFT THEN BOUNCED THREE TIMES ON THE RWY. ON THE THIRD BOUNCE THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. PLT STATED AIRSPEED WAS EXCESSIVE ON FINAL APCH.

Brief of Accident (Continued)

File No. - 1789

8/25/84

KOKOMO,IN

A/C Reg. No. N67995

Time (Lc1) - 1530 EDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,EXPERIENCE - PILOT IN COMMAND
4. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR,NOSE GEAR - OVERLOAD

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

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

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

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. - 1643

8/09/84

OSAGE CITY,KS

A/C Reg. No. N444ZH

Time (Lcl) - 0846 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

1

2

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 172

Eng Make/Model - LYCOMING O-320-D2G

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-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OSAGE CITY,KS

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MUNICIPAL

Runway Ident - 17

Runway Lth/Wid - 2560/ 40

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

Age - 32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 579

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 9

Make/Model- 207

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 65

Last 90 Days- 155

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING AN ABORTED TAKEOFF, DUE TO AN ENGINE POWER LOSS, HE WAS NOT ABLE TO STOP BEFORE RUNNING OFF THE END OF THE 2600 FOOT LONG RUNWAY. HE SAID THAT WHEN HE FELT THAT THE AIRPLANE WAS READY TO FLY HE GLANCED DOWN AT INSTRUMENT PANEL AND OBSERVED 50 KIAS AND 2200 RPM. HE STATED FURTHER THAT HE RETARDED THE THROTTLE TO IDLE AND APPLIED BRAKES, BUT THE THROTTLE REDUCTION DID NOT SEEM TO MAKE THE ENGINE SLOW DOWN. FOLLOWING THE ACCIDENT THE PROPELLER WAS PARTIALLY STRAIGHTENED AND THE ENGINE AND THROTTLE OPERATED NORMALLY UP TO 2200 RPM. FOLLOWING THIS, THE CARBURETOR WAS REMOVED AND INSPECTED AND FOUND TO BE SATISFACTORY.

Brief of Accident (Continued)

File No. - 1643

8/09/84

OSAGE CITY,KS

A/C Reg. No. N444ZH

Time (Lc1) - 0846 CDT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. TERRAIN CONDITION - DITCH
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. TERRAIN CONDITION - DIRT BANK

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

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

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. - 1756

5/31/84

FERRIDAY, LA

A/C Reg. No. N5977W

Time (Lc1) - 1840 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
NONE

Crew
Pass

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

Make/Model - PIPER PA-28-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONROE, LA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

UPON LANDING THE ACFT TRAVELED OFF THE SIDE OF THE AIRSTRIP AND NOSED OVER IN A SMALL DITCH. THE STUDENT PLT WAS NOT ENDORSED BY A CFI FOR LANDING AT THIS AIRSTRIP WHILE ON THE X-COUNTRY FLIGHT.

Brief of Accident (Continued)

File No. - 1756

5/31/84

FERRIDAY, LA

A/C Reg. No. N5977W

Time (Lc1) - 1840 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 PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1757 6/01/84 MARINGOUIN, LA A/C Reg. No. N7252V Time (Lc1) - 1640 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - ROCKWELL A-9B

Eng Make/Model - LYCOMING IO-540-B1C5

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1900

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 290 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/009 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MARINGOUIN, LA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 4552

Last 24 Hrs - 1

SE LAND, ME LAND

Months Since - 6

Make/Model- 792

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 67

Last 90 Days- 56

Multi-Eng - 64

Rotorcraft - 51

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT WAS COMPLETING THE FIRST SWATH PASS ATTEMPTING TO FLY UNDER A POWER LINE AND BETWEEN A TREE AND PARKED FARM EQUIPMENT. IN A SLIGHT LEFT TURN UNDER THE POWER LINE, THE RIGHT WING CONTACTED TREE TOPS APRX 30 FT AGL. THE ACFT CONTINUED APRX 150 YARDS INFLIGHT UNTIL THE RIGHT WING DROPPED AND THE ACFT ROLLED INVERTED CRASHING UNCONTROLLED INTO A FIELD.

Brief of Accident (Continued)

File No. - 1757

6/01/84

MARINGQUIN, LA

A/C Reg. No. N7252V

Time (Lc1) - 1640 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1724 1/22/84 BARRE, MA A/C Reg. No. N5536L Time (Lcl) - 1040 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

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

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 250/010 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
SAME AS ACC/INC
Destination
CONCORD, NH

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)
STUDENT

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 44	Last 24 Hrs - UNK/NR
Make/Model-	30	Last 30 Days- 3
Instrument-	0	Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED OFF THE ARPT TAILING FIRE AND SMOKE SHORTLY AFTER TAKEOFF. IT WAS A COLD DAY AND THE CFI AND STUDENT HAD TROUBLE STARTING THE ACFT EVEN AFTER PRE-HEAT WAS USED. WITNESSES SAW THE ACFT AFTER TAKEOFF DESCENDING WITH SMOKE AND FLAMES TRAILING BEHIND. EXAMINATION OF THE ACFT DISCLOSED A HOLE IN THE CRANKCASE. THE CABIN HEAT HOSE WAS BURNED. THE CABIN HEAT VALVE WAS BURNED. THERE WAS BURN DAMAGE TO THE HEAT DUCT AND THE RIGHT SIDE OF THE CABIN NEAR THE MAP COMPARTMENT. THE ENGINE HAD SEIZED AT THE #1 CONNECTING ROD BEARING. THE #3 CONNECTING ROD BEARING WAS OVERHEATED, BUT IT DID NOT SEIZE. THERE WAS NO EVIDENCE OF A LACK OF GENERAL LUBRICATION. THE ENGINE WAS NOT WINTERIZATION EQUIPPED.

Brief of Accident (Continued)

File No. - 1724

1/22/84

BARRE,MA

A/C Reg. No. N5536L

Time (Lc1) - 1040 EST

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. FLUID,OIL - TOO COLD
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. FLUID,OIL - MOVEMENT RESTRICTED
5. FLUID,OIL - STARVATION
6. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
7. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
8. ENGINE ASSEMBLY,CRANKCASE - PENETRATED

Occurrence #2 FIRE
Phase of Operation DESCENT - EMERGENCY

Finding(s)

9. FLUID,OIL - SMOKE
10. AIR COND/HEATING/PRESSURIZATION - FIRE

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Occurrence #4 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) 3,4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1665 5/15/84 MANSFIELD,MA A/C Reg. No. N9654Q Time (Lcl) - 0900 EDT

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

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

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

Make/Model - CESSNA C172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MANSFIELD,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MANSFIELD
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 18
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT ON FIRST SOLO LANDED HARD DUE TO LATE FLARE. THE ACFT TOUCHED DOWN ON THE NOSE GEAR RESULTING IN SUBSTANTIAL DAMAGE. A GO-AROUND WAS ACCOMPLISHED FOLLOWED BY AN UNEVENTFUL LANDING.

. Brief of Accident (Continued)

File No. - 1665

5/15/84

MANSFIELD,MA

A/C Reg. No. N9654Q

Time (Lc1) - 0900 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1645 6/03/84 ORLEANS,MA A/C Reg. No. N8433L 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

	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 - 2150
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
CHATHAM,MA
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 - N/A

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 490 Last 24 Hrs - 4
Make/Model- 415 Last 30 Days- UNK/NR
Instrument- 56 Last 90 Days- 70
Multi-Eng - 45

Instrument Rating(s) - UNK/NR

-----Narrative-----

SHORTLY AFTER LEVEL OFF THE PILOT STATED THAT THE ENGINE BEGAN TO RUN ROUGHLY. ALL EMERGENCY PROCEDURES WERE FOLLOWED AND A PRECAUTIONARY LANDING WAS MADE ON THE BEACH. AS THE ACFT TOUCHED DOWN AND ROLLED OUT, THE NOSE WHEEL DUG INTO THE SAND AND THE AIRCRAFT FLIPPED OVER. TEMPERATURE AT THE TIME WAS APRX 60 DEG F. INSPECTION REVEALED THAT THE FLEX DUCT THAT SUPPLIES HOT AIR TO THE CARBURETOR WHEN CARBURETOR HEAT IS APPLIED HAD BECOME DISCONNECTED.

Brief of Accident (Continued)

File No. - 1645

6/03/84

DRLEANS,MA

A/C Reg. No. N8433L

Time (Lc1) - 1715 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. CARBURETOR HEAT CONTROL - DISCONNECTED
 2. CARBURETOR HEAT CONTROL, LINKAGE - DISCONNECTED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1709 11/10/84 TAUNTON,MA A/C Reg. No. N2327S Time (Lcl) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage MINOR		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 -DESCENT			1	0	0	2

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

Make/Model - CESSNA C337	Eng Make/Model - CONTINENTAL IO-360-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TAUNTON,MA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NANTUCKET,MA	TAUTON
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 3700 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - GO AROUND	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 346	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 15	Make/Model- 196	Last 30 Days- 4
	Aircraft Type - PA-34	Instrument- UNK/NR	Last 90 Days- 34
		Multi-Eng - 205	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTURE & AT AN ALTITUDE OF 2000 FT THE PLT NOTICED THAT THE REAR ENG FUEL FLOW WAS LOW, HOWEVER, THE ENG WAS OPERATING SATISFACTORY. THE PLT, AS A PRECAUTION, DECIDED TO RETURN TO THE DEPARTURE ARPT. WHILE RETURNING THE PLT NOTED THAT THERE WAS NO OIL PRES IND FOR THE REAR ENG, HOWEVER IT CONTINUED TO RUN. WHEN THE ACFT WAS IN THE ARPT TRAFFIC PATTERN THE REAR ENG LOST TTL PWR. THE PLT FEATHERED THE ENG AND ATTEMPTED TO LAND. WHILE ON FINAL APCH THE PLT WAS TOO HIGH TO MAKE A SUCCESSFUL LANDING. HE STATED THAT HE WAS 500 FT ABOVE THE RWY WHEN HE EXECUTED A GO AROUND. HE MAINTAINED AN A/S OF 105 MPH AND ESTABLISHED A 200 FPM CLIMB. WHEN THE ACFT WAS 3/4 DISTANCE OVER THE RWY THE PLT RETRACTED FLAPS IN INCREMENTS AND HE STATED THAT THE ACFT BEGAN TO DESCEND DUE TO WIND SHEAR, TURB & DOWNDRAFTS. THE ACFT DESCENDED INTO A POND ABOUT 1/2 MI FROM END OF RWY. A PAX DROWNED. EXAMINATION OF THE REAR ENG REVEALED THE #5 CYL WAS SEPARATED IN HALF WHERE THE BARREL & HEAD ATTACHES.

Brief of Accident (Continued)

File No. - 1709

11/10/84

TAUNTON,MA

A/C Reg. No. N2327S

Time (Lc1) - 1530 EST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,CYLINDER - FATIGUE
-

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

Finding(s)

3. GO-AROUND - PERFORMED - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED
 5. OBJECT - TURBULENCE
 6. OBJECT - DOWNDRAFT
-

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

Finding(s)

7. 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) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1700

2/03/84

BELLAIRE, MI

A/C Reg. No. N6895D

Time (Lc1) - 1400 CST

-----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	4

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

Fire
NONE

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

Make/Model - PIPER AEROSTAR 602P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-AA1A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 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- 230/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GROSSE ILE, MI
Destination
BELLAIRE, MI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ADF/NDB
STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

ANTRIM COUNTY
Runway Ident - 20
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-602

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

Total	- 773	Last 24 Hrs	- UNK/NR
Make/Model-	233	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	38
Multi-Eng -	476	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FLARE ROUND OUT, 100 FT FROM THE RWY AT 10 FT AGL THE ACFT STALLED AT 100 KIAS. APRX 1/8 INCH OF ICE WAS PRESENT ON THE AIRFOILS. MODERATE RHIME ICE WAS REPORTED IN THE CLOUDS ALONG THE ROUTE OF FLIGHT. THE PLT DID NOT ACTIVATE THE DE-ICE BOOTS PRIOR TO LANDING. THE ACFT CONTACTED THE GROUND PUSHING THE MAIN GEAR UP INTO THE WINGS.

Brief of Accident (Continued)

File No. - 1700

2/03/84

BELLAIRE,MI

A/C Reg. No. N6895D

Time (Lcl) - 1400 CST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1701 6/06/84 BERRIEN SPRINGS,MI A/C Reg. No. N8205Y Time (Lcl) - 1814 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

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

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

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-C1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC
Wind Dir/Speed - 007/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
BERRIEN SPRINGS,MI
Destination
BATON ROUGE,LA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ANDREWS UNIVERSITY
Runway Ident - 31
Runway Lth/Wid - 3100/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
GLIDER

Age - 56

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2550	Last 24 Hrs	- UNK/NR
Make/Model	- 1050	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 42
Multi-Eng	- 1100	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF NEAR THE END OF THE RWY. THE SEQUENCE BEGAN WHEN THE PLT NOTICIED THAT ACFT ACCELERATION WAS "A BIT SLOW" ON THE RWY. THEN A NOTICABLE DROP IN RPM ON THE RIGHT ENGINE OCCURRED AT ABOUT HALFWAY DOWN THE 3100 FT RWY. THE PLT DECIDED TO CONTINUE THE TAKEOFF ATTEMPT RATHER THEN ABORT. AFTER THE ACFT BECAME AIRBORNE A TURN TO THE RIGHT BEGAN IN SPIE OF THE PLTS ATTEMPTS TO FLY STRAIGHT AHEAD. THE ACFT DID NOT ATTAIN VMCA (80 KTS), IMPACTED THE GROUND AT A SHALLOW ANGLE AND SLID 400 FT TO A STOP. THE STALL WARNING HORN WAS ON FOR THE LAST 900 FT OF THE FLT. NO REASON FOR THE LOSS OF RPM WAS FOUND EXCEPT POSSIBLY THE SPARK PLUGS WHICH SHOWED SIGNS OF SOOTING.

Brief of Accident (Continued)

File No. - 1701

6/06/84

BERRIEN SPRINGS, MI

A/C Reg. No. N8205Y

Time (Lcl) - 1814 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. IGNITION SYSTEM, SPARK PLUG - DIRTY (FOGGY)
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - DISREGARDED - PILOT IN COMMAND

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

Finding(s)

6. AIRSPEED (VMC) - NOT ATTAINED - PILOT IN COMMAND
7. 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) 1,4,5,6,7

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. - 1790 9/15/84 GRAND RAPIDS, MI A/C Reg. No. N98017 Time (Lcl) - 2145 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 - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
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 - 320/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DAYTON, 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 AIRSTRIP

Airport Data

SOUTH KENT
Runway Ident - 31
Runway Lth/Wid - 2070/ 135
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1500	Last 24 Hrs	- UNK/NR
Make/Model	- 10	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

IN AN EFFORT TO LAND AT THE THRESHOLD THE ACFT COLLIDED WITH A FENCE AND LANDED SHORT OF THE PREPARED SURFACE.
RUNWAY EDGE LIGHTS WERE OPERATING BUT RUNWAY END IDENTIFIER LIGHTS WERE NOT INSTALLED.

Brief of Accident (Continued)

File No. - 1790

9/15/84

GRAND RAPIDS, MI

A/C Reg. No. N98017

Time (Lcl) - 2145 EDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRPORT FACILITIES, RUNWAY END IDENT LIGHTS(REIL) - UNAVAILABLE
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1792 9/29/84 GREGORY,MI A/C Reg. No. N14420 Time (Lcl) - 1300 EDT

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

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

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

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 1102	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RICHMOND
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 929
SE LAND,SE SEA	Months Since - 2	Last 24 Hrs - 0
GLIDER	Aircraft Type - UNK/NR	Make/Model- 2
		Instrument- 48
		Last 30 Days- UNK/NR
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE CFI THE GLIDER WAS AT ABOUT 500 FT AGL ON BASE LEG WHEN A DOWNDRAFT CAUSED THE ACFT TO DESCEND AND TOUCH DOWN 50 FT SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 1792

9/29/84

GREGORY,MI

A/C Reg. No. N14420

Time (Lcl) - 1300 EDT

Occurrence UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND(CFI)

----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. - 1788

6/17/84

NIMROD,MN

A/C Reg. No. N18JM

Time (Lcl) - 1930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - BELL 47-G2
Landing Gear - SKID
Max Gross Wt - 2450
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 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- 330/008 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 700 FT SCATTERED
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NIMROD,MN
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 49
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

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

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE LANDING IN AN AREA OF TALL GRASS A SKID COLLIDED WITH A SAND RIDGE CAUSING A ROLL OVER.

Brief of Accident (Continued)

File No. - 1788

6/17/84

NIMROD,MN

A/C Reg. No. N18JM

Time (Lc1) - 1930 CDT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1711

8/06/84

BIG LAKE, MN

A/C Reg. No. N67115

Time (Lcl) - 1930 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

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

Type of Operation -OTHER WORK USE

DESTROYED

Flight Conducted Under -14 CFR 137

NONE

Accident Occurred During -LANDING

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

Make/Model - HILLER 12E

Eng Make/Model - LYCOMING VO-540-BIA

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2750

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

Rated Power - 305 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 15680

Make/Model- 1600

Instrument- 15

Multi-Eng - 50

Last 24 Hrs - 131

Last 30 Days- UNK/NR

Last 90 Days- 129

Rotorcraft - 1630

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER DURING TAKEOFF AND ROLLED OVER DURING A FORCED LANDING. THE PILOT SAID THE ENGINE "SUCKED UP ACCUMULATED WATER INTO THE GAS LINE." HE LATER SAID WATER WAS FOUND IN THE REFUELING TRUCK. HIS RECOMMENDATION: "KEEP WATER OUT OF GAS."

Brief of Accident (Continued)

File No. - 1711

8/06/84

BIG LAKE, MN

A/C Reg. No. N67115

Time (Lc1) - 1930 CDT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. POWER ON LANDING - NOT POSSIBLE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1725

5/09/84

PLEASANT HILL, MO

A/C Reg. No. N26320

Time (Lcl) - 1146 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - GULFSTREAM AMERICAN AA5A
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 - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARTHAGE, MO
Destination
INDEPENDENCE, MO

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

Age - 42

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1258	Last 24 Hrs	-	UNK/NR
Make/Model	-	1085	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	38

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED AND IMBEDDED ITSELF IN A SPARK PLUG HOLE. IT WAS DETERMINED THAT THIS WAS A FATIGUE FAILURE.

Brief of Accident (Continued)

File No. - 1725

5/09/84

PLEASANT HILL, MO

A/C Reg. No. N26320

Time (Lc1) - 1146 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
2. ENGINE ASSEMBLY, VALVE - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1741 5/13/84 SPRINGFIELD,MO A/C Reg. No. N323E Time (Lc1) - 1228 CDT

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

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

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

Make/Model - BEECH BE95A55	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPRINGFIELD, MO	SPRINGFIELD REGIONAL
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5600/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance -	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since - 8	Make/Model- 2000
	Aircraft Type - C-172	Instrument- 180
		Multi-Eng - 2000
		Last 24 Hrs - 4
		Last 30 Days- 6
		Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED DURING LANDING. THE PLT SAID HE WAS FOLLOWING A METROLINER & PUT THE GEAR HANDLE "DOWN" BUT DOES NOT REMEMBER THE GEAR INDICATORS. HE REDUCED THE THROTTLES TO ABOUT 11 INCHES OF MANIFOLD PRESSURE & DOES NOT REMEMBER HEARING A WARNING HORN. INVESTIGATION REVEALED THAT THE LANDING GEAR WERE IN TRANSIT AT TOUCHDOWN & THE WARNING HORN WORKED WHEN TESTED.

Brief of Accident (Continued)

File No. - 1741

5/13/84

SPRINGFIELD,MO

A/C Reg. No. N323E

Time (Lcl) - 1228 CDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT IDENTIFIED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT USED - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1659

6/23/84

CAMPBELL, MO

A/C Reg. No. N6600K

Time (Lcl) - 1300 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - GRUMMAN G-164B

Eng Make/Model - P&W R-1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 6075

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- 230/010 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 1000 FT

Lowest Ceiling - 1000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CAMPBELL, MO

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 46

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC WAS MAKING A CLEAN UP SWATH RUN AFTER SPRAYING A FIELD AND FAILED TO AVOID A HIGH VOLTAGE POWER LINE. AFTER STRIKING THE LINE THE ACFT IMPACTED THE GROUND, CAUGHT FIRE AND BURNED.

Brief of Accident (Continued)

File No. - 1659

6/23/84

CAMPBELL, MO

A/C Reg. No. N6600K

Time (Lc1) - 1300 CDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

Occurrence #4 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1778 7/02/84 OSAGE BEACH, MO A/C Reg. No. N5019P Time (Lcl) - 1835 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

-----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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 230/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. LOUIS, MO
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

OFF AIRPORT/STRIP

Airport Data

LYNN CREEK/GRAND GLAIZE
Runway Ident - 32
Runway Lth/Wid - 3205/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 65
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 758
Make/Model - 340
Instrument - 110
Multi-Eng - 34
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESS STATED ACFT TOUCHED DOWN MIDFIELD AND BOUNCED SEVERAL TIMES ON THE RWY. TWO WITNESSES HEARD POWER APPLIED AND THE ACFT LIFTED OFF 300 FT FROM THE END OF THE RWY. THEY STATED FLAPS WERE FULLY EXTENDED FOR THE TOTAL TRANSITION AND THE GEAR WAS RETRACTED ONLY AFTER THE FIRST SET OF POWER LINES. AT APRX 100 FT AGL THE ACFT BEGAN TO DESCEND AT WHICH TIME IT CONTACTED A UTILITY POLE FOLLOWED BY TREES. THE PLT STATED THE ENGINE DID NOT SEEM TO BE PRODUCING FULL POWER DURING THE CLIMB. HOWEVER, POST ACCIDENT INVESTIGATION OF THE ENGINE REVEALED NO MECHANICAL MALFUNCTIONS. THE PLT STATED THE LONG LANDING WAS MADE BECAUSE OF TURBULENCE ENCOUNTERED OVER THE TREES DURING THE APPROACH.

Brief of Accident (Continued)

File No. - 1778

7/02/84

OSAGE BEACH, MO

A/C Reg. No. N5019P

Time (Lc1) - 1835 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. ABORTED LANDING - DELAYED - PILOT IN COMMAND
5. GEAR RETRACTION - DELAYED - PILOT IN COMMAND
6. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
7. ENGINE ASSEMBLY - UNDETERMINED
8. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
9. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - UTILITY POLE
11. OBJECT - TREE(S)

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1660 7/03/84 BLUE SPRINGS,MO A/C Reg. No. N231FV Time (Lcl) - 1245 CDT

-----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	UNK/NR	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						3

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	KANSAS CITY,MO	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	OSAGE BEACH,MO	
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- HAZE	FORCED LANDING	
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)
PRIVATE	Current - YES	Total - 1211
SE LAND	Months Since - 4	Make/Model- 934
	Aircraft Type - MK20K	Instrument- 183
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TEN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. SHORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE #1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.

Brief of Accident (Continued)

File No. - 1660

7/03/84

BLUE SPRINGS, MO

A/C Reg. No. N231FV

Time (Lc1) - 1245 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - DISINTEGRATED
2. ENGINE ASSEMBLY, CYLINDER - OVERTEMPERATURE
3. ENGINE ASSEMBLY, CYLINDER - PRESSURE EXCESSIVE
4. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
6. LUBRICATING SYSTEM, OIL PRESSURE PUMP - DISABLED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1682 7/09/84 EAST LYNNE, MO A/C Reg. No. N8148G Time (Lc1) - 0916 CDT

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

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

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL D-470-R25A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DUNCAN, OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	RICHTER'S
Wind Dir/Speed- VARIABLE/020 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 535
SE LAND	Months Since - UNK/NR	Make/Model- 205
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, PLT STATED, A GUST OF WIND CAUGHT THE ACFT RESULTING IN A HARD LANDING BEFORE A RECOVERY COULD BE INITIATED. THE PLT REPORTED WINDS WERE VARIABLE AT 20 KTS WITH GUSTS TO 30 KTS.

Brief of Accident (Continued)

File No. - 1682

7/09/84

EAST LYNNE, MO

A/C Reg. No. N8148G

Time (Lcl) - 0916 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1677 8/12/84 BRANSON, MO A/C Reg. No. N8289A Time (Lcl) - 1230 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O320D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 020/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OLATHE, KS
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

M. GRAHAM CLARK
Runway Ident - 29
Runway Lth/Wid - 3600/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 280	Last 24 Hrs	- 2
Make/Model-	53	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

EXCESSIVE AIRSPEED CAUSED THE ACFT TO FLOAT ABOUT HALFWAY DOWN THE RWY PRIOR TO TOUCHDOWN. A GO-AGROUND WAS INITIATED WITH THE ADDITION OF POWER BUT THE PLT THEN ELECTED TO ATTEMPT TO STOP DUE TO LOW AIRSPEED AND MINIMAL RWY REMAINING. THE PLT THEN APPLIED BRAKES AND GUIDED THE ACFT INTO GRASS AND GRAVEL OFF THE SIDE OF THE RWY. THE ACFT CAME TO A STOP WHEN IT COLLIDED WITH TWO PARKED UNMANNED ACFT. A 90 DEG CROSSWIND AT 9 KTS AND DENSITY ALT OF APRX 3000 FT EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1677

8/12/84

BRANSON, MO

A/C Reg. No. N8289A

Time (Lc1) - 1230 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. GO-AROUND - INITIATED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1720

9/15/84

ROLLA, MO

A/C Reg. No. N9161X

Time (Lc1) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

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

Make/Model - CESSNA 182D

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2650

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- 040/002 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

VICHY, MO

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

MORGAN

Runway Ident - 09

Runway Lth/Wid - 2560 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 76

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - C-182D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2100

Make/Model- 300

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 15

Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TRIED TO "BALLOON" OVER A PACK OF DOGS ON THE RWY AND STALLED THE ACFT. THE RESULTING HARD LANDING FAILED THE NOSE GEAR AND DAMAGED THE FIREWALL.

Brief of Accident (Continued)

File No. - 1720

9/15/84

ROLLA, MO

A/C Reg. No. N9161X

Time (Lcl) - 1700 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - ANIMAL(S)
2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - NOT USED - PILOT IN COMMAND
5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

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

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

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1695 9/24/84 CAMPBELL, MO A/C Reg. No. N222RF Time (Lc1) - 0755 CDT

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

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

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

Make/Model	- CESSNA 150	Eng Make/Model	- LYCOMING 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-----

<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 - 190/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 700 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 MALDEN, MO</p> <p>Destination CAMPBELL, MO</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</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CAMPBELL</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2500/ 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>STUDENT</p>	<p>Age - 21</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 - 37</p> <p>Make/Model - 37</p> <p>Instrument - 1</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 15</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT THE ACFT WAS LOW ON FINAL APCH AND FULL PWR WAS ADDED TO GO-AROUND. THE ACFT CONTINUED TO SETTLE UNTIL IT CONTACTED THE RWY. THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY. AFTER CONTINUING THROUGH GRASS THE ACFT CONTACTED A STEEL ANGLE IRON WHICH BORDERED A TETRAHEDRON. PLT STATED FULL PWR WAS NOT RECEIVED WHEN THE THROTTLE WAS ADVANCED FOR THE GO-AROUND. INSPECTION OF THE ENGINE AND CARBURETOR REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1695

9/24/84

CAMPBELL, MO

A/C Reg. No. N222RF

Time (Lc1) - 0755 CDT

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

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. TERRAIN CONDITION - RUNWAY

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

7. OBJECT - AIRPORT FACILITY

-----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. - 1679 6/13/84 HOLLANDALE, MS A/C Reg. No. N731XJ Time (Lcl) - 1230 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage

NONE

Fire

NONE

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

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

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

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

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLLANDALE, MS
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2300	Last 24 Hrs	- 7
Make/Model-	700	Last 30 Days-	UNK/NR
Instrument-	15	Last 90 Days-	82

Instrument Rating(s) - NONE

-----Narrative-----

TWO ACFT WERE SPRAYING SAME FIELD. A FARM HAND WAS USED AS FLAGGER TO MARK LAST CROP ROW SPRAYED. FLAGGER USED FOR LAST TWO SEASONS AND BRIEFED PREVIOUSLY ON FLAGGING OPERATIONS BY THE PILOT/FARM OWNER. FLAGGER WAS NOT BRIEFED WHERE TO BEGIN COUNTING CROP ROWS THIS DAY. THE FLAGGER WAS POSITIONED TOO CLOSE TO THE FLD APCH END TO WALK CLEAR OF THE ACFT ONCE THE SPRAY RUN HAD BEGUN. PLT OF SECOND ACFT BEGAN FIRST RUN AFTER COMPLETION OF FIRST SWATH BY FIRST ACFT. AFTER PASSING OVER TREES THAT LINED APCH END OF FIELD PLT LOOKED AWAY FROM FLAGGER TO SPOT FIRST ACFT. WHEN PLT LOOKED BACK TO FLAGGER, PLT SAID, THE FLAGGER WAS WALKING PARALLEL TO CROP ROWS WITH BACK TO APPROACHING ACFT. MEDICAL REPORT INDICATED THAT FLAGGERS INJURIES WERE TO HER RIGHT SIDE.

Brief of Accident (Continued)

File No. - 1679

6/13/84

HOLLANDALE,MS

A/C Reg. No. N731XJ

Time (Lc1) - 1230 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - OTHER PERSON
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - FAA(ORGANIZATION)
 4. VISUAL LOOKOUT - NOT MAINTAINED - OTHER PERSON
 5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 6. 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) 4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1689

7/11/84

LAMBERT, MS

A/C Reg. No. N64744

Time (Lc1) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - SNOW 600-S2C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4400

No. of Seats - 1

Eng Make/Model - P&W R-13401N-1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/012 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAMBERT, MS

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

LAMBERT AIR SERVICE

Runway Ident - 40

Runway Lth/Wid - 2600 -UNK/NR

Runway Surface - MACADAM

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 - 38

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5075

Make/Model- 4000

Instrument- 23

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL THE TAILWHEEL REPORTEDLY OSCILLATED BRAKING THE SHOCK STRUT LUGS ALLOWING THE TAIL OF THE ACFT TO CONTACT THE SOD RUNWAY. THE PLT APPLIED HARD BRAKING AND THE ACFT NOSED OVER. THE PLT REPORTED NOTHING WAS WRONG WITH THE TAILWHEEL LOCKING MECHANISM.

Brief of Accident (Continued)

File No. - 1689

7/11/84

LAMBERT,MS

A/C Reg. No. N64744

Time (Lc1) - 1300 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL - VIBRATION
2. LANDING GEAR, TAILWHEEL ASSEMBLY - OVERLOAD
3. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1648

8/24/84

BILOXI, MS

A/C Reg. No. N55384

Time (Lcl) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PENSACOLA, FL
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KENNEDY MARINE
Runway Ident - 24
Runway Lth/Wid - 1950
Runway Surface - GRASS/TURF
Runway Status - WET

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 245	Last 24 Hrs - UNK/NR
Make/Model- 43	Last 30 Days- UNK/NR
Instrument- 23	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO DEPARTURE THE PILOT DETERMINED THAT HIS DESTINATION, A GRASS RUNWAY, WAS DRY. HIS FIRST APPROACH TO THIS FIELD RESULTED IN A GO-AROUND BECAUSE HE WOULD HAVE LANDED LONG. THE SECOND APPROACH RESULTED IN A LANDING, BUT BECAUSE HIS WHEELS BEGAN TO SLIDE ON THE GRASS WHICH NOW WAS WET, AN ABORTED LANDING WAS PERFORMED. HE CLIMBED TO ABOUT 20 FT AGL BEFORE REACHING A TREE LINE. A COLLISION WITH THE TREES OCCURRED AND THE ACFT STALLED AND SETTLED TO THE GROUND.

Brief of Accident (Continued)

File No. - 1648

8/24/84

BILOXI,MS

A/C Reg. No. N55384

Time (Lcl) - 1445 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 2. ABORTED LANDING - DELAYED - PILOT IN COMMAND
 3. CLEARANCE - NOT OBTAINED - 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. - 1638

9/24/84

LUKA,MS

A/C Reg. No. N74107

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - GRUMMAN AA5-B

Eng Make/Model - LYCOMING O-360-A4K

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALMYRA,AK

Destination

GASDEN,AL

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 - 25

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 - 183

Make/Model- 83

Instrument- 4

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

DURING NORMAL CRUISE FLIGHT THE NUMBER ONE CYLINDER EXHAUST VALVE HEAD SEPARATED FROM THE VALVE STEM CAUSING A SIGNIFICANT POWER LOSS. THE PILOT SET UP A LANDING APPROACH TO A FARM FIELD. ON FINAL APPROACH THE PILOT NOTICED THAT ROUGH AND RISING TERRAIN EXISTED IN THE FIELD. DURING A SLIGHT RIGHT TURN AT 10 FT ABOVE THE GROUND THE WING CAUGHT IN SOME WEEDS AND THE ACFT GROUND LOOPED. THE REASON FOR THE EXHAUST VALVE HEAD SEPARATION COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1638

9/24/84

LUKA,MS

A/C Reg. No. N74107

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1604 10/12/84 BROOKHAVEN,MS

A/C Reg. No. N61219

Time (Lcl) - 1230 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 - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 12000 FT BROKEN.
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RAYMOND,MS
Destination
BROOKHAVEN,MS

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

Age - 77
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000
Make/Model- 4000
Instrument- 75
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TOTAL POWER LOSS OCCURRED DUE TO FUEL EXHAUSTION. DURING A FORCED LANDING, THE PLT STALLED THE ACFT WHILE CLEARING OVER POWER LINES, THEN THE ACFT COLLIDED WITH TREES AS IT DESCENDED OUT OF CONTROL. A SUCCESSFUL TEST RUN OF THE ENG WAS PERFORMED. INVESTIGATORS FOUND AN AMOUNT OF FUEL ABOARD THE ACFT THAT WAS LESS THAN THE PUBLISHED USABLE QUANTITY.

Brief of Accident (Continued)

File No. - 1604

10/12/84

BROOKHAVEN,MS

A/C Reg. No. N61219

Time (Lc1) - 1230 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,7

Factor(s) relating to this accident is/are finding(s) 4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1673 2/07/84 SIDNEY, MT A/C Reg. No. N7399M Time (Lcl) - 0825 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-RICHLAND AVIATION	DESTROYED	Fatal	1	0	0	0
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA T210M	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	GLENDIVE, MT	
Completeness	Destination	Airport Data
Basic Weather	SIDNEY, MT	Runway Ident
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	- VFR	Runway Status
Lowest Ceiling	Type of Clearance	
Obstructions to Vision	- VFR	
Precipitation	Type Apch/Lndg	
Condition of Light	- UNK/NR	

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current	Total	1486
SE LAND, ME LAND	- YES	Make/Model	485
	Months Since	Instrument	143
	- 1	Multi-Eng	200
	Aircraft Type		
	- C-T210M		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

RICHLAND FLT #101, A BANK CHECK COURIER FLT, DEPARTED VFR WITH 180 LBS OF CARGO. SIX MINUTES PRIOR TO THE CRASH, THE LAST RADIO TRANSMISSION FROM THE ACFT WAS HEARD CONCERNING A ROUTINE LANDING WX ADVISORY. THE ACFT CRASHED APRX 45 DEGS NOSE LOW, GEAR & FLAPS UP IN FLAT, OPEN TERRAIN. A 5 DAY HISTORY ON THE PLT REVEALED THAT HER FOOD INTAKE WAS ERRATIC AND THAT SHE WAS ON A HECTIC SCHEDULE. HER FOOD INTAKE AND AMT OF REST IN THE 24 HRS PRECEEDING THE ACCIDENT IS UNKNOWN. A RELATIVE STATED THAT SHE WAS PSYCHOLOGICALLY WELL ADJUSTED. CONCERNING THE WRECKAGE, CONTROL CONTINUITY COULD NOT BE CONFIRMED DUE TO FIRE DAMAGE. AN EXAMINATION OF THE ENGINE DID NOT REVEAL ANY EVIDENCE OF A PRE-IMPACT MALFUNCTION. THE FOLLOWING AUTOPILOT MODE LIGHT BULBS HAD STRECHED FILAMENTS: ALT (UPPER), HDG (UPPER), FD (UPPER), VOR, NAV (UPPER), AP (UPPER) AND BC (UPPER). LASTLY, AN AUTOPSY REVEALED THAT THE RADIO MICROPHONE WAS IN THE PLT'S RIGHT HAND AT IMPACT.

Brief of Accident (Continued)

File No. - 1673

2/07/84

SIDNEY, MT

A/C Reg. No. N7399M

Time (Lcl) - 0825 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1737 3/31/84 MILES CITY, MT A/C Reg. No. N743W Time (Lcl) - 0203 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage		Injuries		
Name of Carrier -COMBS AIRWAYS, INC.	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -APPROACH					None
					0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 500-B	Eng Make/Model - LYCOMING IO-540-B1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BILLINGS, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	FRANK WILEY
Wind Dir/Speed- 100/012 KTS	ATC/Airspace	Runway Ident - 12
Visibility - .750 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5602/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1500 FT OBSCURED	Type Apch/Lndg - VOR/TVOR	Runway Status - SNOW - WET
Obstructions to Vision- UNK/NR		
Precipitation - SNOW SHOWER		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2750
SE LAND, ME LAND	Months Since - 5	Make/Model- 394
HELICOPTER	Aircraft Type - 680FL	Instrument- 362
		Multi-Eng - 957
		Last 24 Hrs - 6
		Last 30 Days- 66
		Last 90 Days- 199
		Rotorcraft - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT WHEN HE CALLED ON THE RADIO PRIOR TO THE APPROACH FOR AN ALTIMETER SETTING THE REPLY WAS "30.11 OR 30.12, SOMETHING LIKE THAT." THE ACFT ALTIMETER WAS FOUND AFTER THE ACCIDENT SET AT 30.22 INCHES OF MERCURY. THE VISIBILITY WAS DESCRIBED AS 1 AND 1/2 MILES IN SNOW SHOWERS. HE CONTINUED THE APPROACH "BECAUSE MINIMUMS ARE ONE MILE." HE DESCENDED OUTBOUND TO 4500 FT. MINIMUM PROCEDURE TURN ALT IS 4700 FT MSL. THE PLT THEN DESCENDED TO 3700 FT MSL AS HE APPROACHED THE VOR. POWER WAS REDUCED TO 17-18 INCHES OF MANIFOLD PRESSURE AND AIRSPEED REDUCED TO 120 KTS. AS THE VOR WAS CROSSED HE GLANCED AT THE ALTIMETER AND "THE HANDS WERE IN THE TWO O'CLOCK POSITION." LANDING GEAR WAS EXTENDED AND APPROACH FLAPS SET. THE PLT SAID ALL SEEMED NORMAL. HE LOOKED OUT THE WINDOW AND SAW "WISPY CLOUDS GOING BY RAPIDLY. THEN THERE WERE THE SOUNDS OF IMPACT." THE NEXT THING REMEMBERED WAS THE SOUND OF DRIPPING GASOLINE. THE PLT SAID HE CRAWLED OUT OF THE COCKPIT WINDOW AND WANDERED "FOR A COUPLE HOURS TRYING TO CHASE DOWN THE SEARCH LIGHTS."

Brief of Accident (Continued)

File No. - 1737

3/31/84

MILES CITY, MT

A/C Reg. No. N743W

Time (Lc1) - 0203 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. ALTIMETER SETTING - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - OBSCURATION
6. PROPER ALTITUDE - BELOW - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1753

5/25/84

BROADUS, MT

A/C Reg. No. N3481Y

Time (Lcl) - 1738 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
1	1	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 180H
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
BROADUS, MT
Destination
MILES CITY, MT

Airport Proximity
UNK/NR

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 - 58
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1519	Last 24 Hrs -	1
Make/Model-	1107	Last 30 Days-	UNK/NR
Instrument-	12	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL TAKEOFF CLIMB IN A WESTERLY DIRECTION A SEVERE WIND GUST FROM THE SOUTH OCCURRED AT AN ALT OF APRX 150 AGL. THE PLT TURNED THE ACFT TO THE SOUTH AND A RAPID INCREASE IN ALT OF APRX 60-70 FT OCCURRED. THE WIND STOPPED SUDDENLY AND THE ACFT MUSHED TO THE GROUND IN A SLIGHT NOSE AND LEFT WING LOW ATTITUDE BEFORE NOSING OVER. SEVERAL WITNESSES CONFIRMED THE ERRATIC WIND CONDITION.

Brief of Accident (Continued)

File No. - 1753

5/25/84

BROADUS, MT

A/C Reg. No. N3481Y

Time (Lcl) - 1738 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD

Occurrence #4 NOSE OVER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1685

9/11/84

BELGRADE,MT

A/C Reg. No. N2628N

Time (Lcl) - 1355 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1700
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELGRADE,MT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

GALLATIN
Runway Ident - 21
Runway Lth/Wid - 2384/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-140

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 73	Last 24 Hrs	- 2
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF GROUND ROLL ON THE GRASS AIRSTRIP THE ENGINE DID NOT SEEM TO PRODUCE FULL POWER WHEN 2/3 THE WAY DOWN THE RWY. PLT APPLIED BRAKES TO ABORT THE TAKEOFF BEFORE THE TAILWHEEL WAS ON THE GROUND. THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1685

9/11/84

BELGRADE, MT

A/C Reg. No. N2628N

Time (Lcl) - 1355 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNDETERMINED
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1649 5/27/84 HICKORY, NC A/C Reg. No. N3132M Time (Lcl) - 1948 EDT

-----Basic Information-----

Type Operating Certificate - COMMUTER Name of Carrier - SUNBIRD AIRLINES, INC. Type of Operation - SCHEDULED, DOMESTIC, PASSENGER Flight Conducted Under - 14 CFR 135 Accident Occurred During - LANDING	Aircraft Damage SUBSTANTIAL Fire - NONE	Fatal Crew 0 Pass 0	Injuries Serious 2 Minor 0 None 2	None 0 0
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-----Aircraft Information-----

Make/Model - CESSNA 402C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6850 No. of Seats - 10	Eng Make/Model - CONTINENTAL TS10-520 Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 325 HP	ELT Installed/Activated - YES/YES Stall Warning System - YES
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-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed - 060/005 KTS Visibility - 1.000 SM Lowest Sky/Clouds - 400 FT Lowest Ceiling - 400 FT OVERCAST Obstructions to Vision - UNK/NR Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary Last Departure Point - CHARLOTTE, NC Destination - SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - ILS-COMPLETE	Airport Proximity ON AIRPORT Airport Data HICKORY Runway Ident - 24 Runway Lth/Wid - 6400/ 140 Runway Surface - ASPHALT Runway Status - WET
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND, SE SEA	Age - 33 Biennial Flight Review Current - YES Months Since - 0 Aircraft Type - C-402C	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 4590 Make/Model - 336 Instrument - 595 Multi-Eng - 3297 Last 24 Hrs - 2 Last 30 Days - UNK/NR Last 90 Days - 229
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE ILS APCH TO RWY 24 (6400 FT LONG), VISUAL CONTACT WITH THE RWY WAS ESTABLISHED AT APRX 500 FT AGL AND THE ACFT WAS INDICATING "ONE DOT" HIGH ON THE GLIDE SLOPE. WITNESSES STATED THE ACFT TOUCHED DOWN PAST THE HALFWAY POINT ON THE RWY WITH FULL FLAPS IN MODERATE RAIN. A 5 KT TAILWIND WAS PRESENT AT THE TIME AND THE RWY CONTAINED A .8% DOWNSLOPE. UPON APPLICATION OF THE BRAKES, THE PLT FOUND THEM INEFFECTIVE AND CALLED FOR FLAPS UP. BRAKING WAS STILL INEFFECTIVE AND THE PLT ELECTED TO GROUND LOOP THE ACFT TO STOP. LEFT TURNING SKID MARKS WERE FOUND STARTING 300 FEET BEFORE THE END OF THE RWY. THEY CONTINUED 120 FT BEYOND THE RWY UNTIL THE ACFT TRAVELED OFF AN EMBANKMENT. APRX 3 INCHES OF WATER WAS PRESENT ON THE RWY WHEN THE ACCIDENT OCCURRED. THE ACFT TRAVELED 120 FT BEYOND THE EMBANKMENT AND COLLIDED WITH UPSLOPING TERRAIN ON THE OTHER SIDE.

Brief of Accident (Continued)

File No. - 1649

5/27/84

HICKORY, NC

A/C Reg. No. N3132M

Time (Lc1) - 1948 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - TAILWIND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 6. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
 8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 9. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

10. TERRAIN CONDITION - WATER
-

-----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) 1,2,3,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1622 8/23/84 WINSTON-SALEM, NC A/C Reg. No. N9657Q Time (Lcl) - 1055 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SALISBURY, NC	SMITH REYNOLDS
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 2.750 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3938/ 150
Lowest Sky/Clouds - 10000 FT	Type of Clearance - SPECIAL VFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
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 - 500
SE LAND	Months Since - 17	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-38	Make/Model - 20
		Instrument - 85
		Last 30 Days - UNK/NR
		Last 90 Days - 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING A HIGH AND SLOW APCH, THE PLT DECIDED TO DISCONTINUE THE LANDING. POWER WAS ADDED FOR A GO-AROUND, BUT THE POWER RESPONSE WAS NOT SUFFICIENT AND THE PLT ELECTED TO CONTINUE THE LANDING. POWER WAS REDUCED AND THE NOSE LOWERED BUT, THE ACFT STALLED AND IMPACTED THE RWY IN A NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1622

8/23/84

WINSTON-SALEM, NC

A/C Reg. No. N9657Q

Time (Lcl) - 1055 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. GO-AROUND - DISREGARDED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1636 10/09/84 GOLD HILL, NC A/C Reg. No. N737MW Time (Lc1) - 1130 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	1

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 040/003 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - BROKEN
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAYETTEVILLE, NC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
GOLD HILL

Runway Ident - 27
Runway Lth/Wid - 2600/ 80
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 - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 263	Last 24 Hrs	- 6
Make/Model	- 113	Last 30 Days	- UNK/NR
Instrument	- 57	Last 90 Days	- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS UABLE TO RAISE UNICOM FOR WIND ADVISORIES AND WAS UNABLE TO FIND THE WIND SOCK TO AID IN RWY SELECTION. HE DID SEE SOME SMOKE ON THE GROUND WHICH INDICATED CALM WINDS. DURING HIS FLARE THE ACFT FLOATED ABOUT HALFWAY DOWN THE RWY, TOUCHED DOWN AND THE PLT DECIDED IT WAS TOO LATE TO INITATE A GO-AROUND. HE APPLIED FULL BRAKING BUT WAS UNABLE TO STOP BEFORE RUNNING OFF THE END OF THE RWY INTO A WOODED AREA. AFTER THE ACCIDENT THE PLT ESTIMATED THAT HE LANDED IN A RIGHT QUARTERING TAILWIND OF 4 TO 7 KNOTS. THE LENGTH OF THE GRASS RWY IS 2600 FT.

Brief of Accident (Continued)

File No. - 1636

10/09/84

GOLD HILL, NC

A/C Reg. No. N737MW

Time (Lc1) - 1130 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. WEATHER OBSERVATION - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1612 5/14/84 KINDRED,ND

A/C Reg. No. N738FA

Time (Lcl) - 1825 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Fire	Crew	0
NONE	Pass	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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FARGO,ND
Destination
KINDRED,ND

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HAMRY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 146
Make/Model- 141
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE MADE A NORMAL LANDING APPROACH TO RUNWAY 15. DURING TOUCHDOWN A GUST OF WIND HIT THE AIRPLANE. THE PILOT SAID HE WAS CAUGHT OFF GUARD AND BEFORE HE COULD REGAIN CONTROL, THE AIRPLANE WENT OFF THE RIGHT SIDE OF THE RUNWAY, STRUCK A DIRT INCLINE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1612

5/14/84

KINDRED,ND

A/C Reg. No. N738FA

Time (Lc1) - 1825 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1626 6/28/84 STANLEY,ND A/C Reg. No. N3574Z Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire

NONE

-----Aircraft Information-----

Make/Model - PIPER PA-18-150

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1625

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STANLEY,ND

Destination

LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 1260

Make/Model- 430

Instrument- 85

Multi-Eng - 130

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS SPRAYING A FIELD WITH 2 POWER LINES AT THE NORTH EDGE. HE HAD BEEN MAKING PASSES UNDER THE WIRES, BUT WHERE 2 POLES WERE TOO CLOSE TOGETHER, HE DECIDED TO FLY OVER THE WIRES. AFTER MAKING A PROCEDURE TURN BACK TOWARD THE FIELD, HE REDUCED THE POWER AS HE CROSSED OVER THE WIRES & DESCENDED, THEN REAPPLIED POWER. HOWEVER, HE SAID HE WAS TOO LATE & THE ACFT STRUCK THE GROUND IN A 3-POINT ATTITUDE. AT THAT TIME, THE BELLY TANK SEPARATED, FOLDED UNDER THE AFT SECTION & DAMAGED 2 LONGERONS FORWARD OF THE TAIL SECTION. THE PLT WAS ABLE TO CONTINUE FLYING & LANDED WITHOUT FURTHER INCIDENT. ALSO, THE TIPS OF BOTH PROP BLADES WERE CHIPPED.

Brief of Accident (Continued)

File No. - 1626

6/28/84

STANLEY,ND

A/C Reg. No. N3574Z

Time (Lc1) - 1030 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 5. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1627

7/06/84

MINNEWAUKAN,ND

A/C Reg. No. N8917V

Time (Lcl) - 2120 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
GRAND FORK,SD
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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	207	Last 24 Hrs -	1
Make/Model-	195	Last 30 Days-	UNK/NR	
Instrument-	20	Last 90 Days-	59	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THIS AIRCRAFT OVERFLEW HIS INTENDED LANDING SITE, A GRAVEL ROAD, IN AN ATTEMPT TO OBSERVE ANY POWER LINES OR OTHER OBSTRUCTIONS THAT MIGHT BE IN HIS WAY. HE DID NOT SEE ANYTHING THAT WOULD PREVENT A SAFE LANDING. WHILE TURNING TO MAKE THE ACTUAL LANDING HIS MAIN GEAR STRUCK A POWER LINE. THE AIRCRAFT THEN IMPACTED THE GROUND AND NOSED OVER. THIS ACCIDENT OCCURRED AT DUSK.

Brief of Accident (Continued)

File No. - 1627

7/06/84

MINNEWAUKAN,ND

A/C Reg. No. N8917V

Time (Lc1) - 2120 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. LIGHT CONDITION - DUSK
 4. VISUAL LOOKOUT - REDUCED -
 5. 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

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. - 1662

7/24/84

WEBSTER,ND

A/C Reg. No. N6749Z

Time (Lc1) - 1600 CDT

-----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 - PIPER PA-25-235

Eng Make/Model - LYCOMING O-540-B2B5

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 235 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - 12000 FT THIN BKN

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

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)

COMMERCIAL

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1550

Make/Model- 950

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 125

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THE ENGINE BEGAN TO SPUTTER DURING AN AG FLT. A FORCED LANDING WAS MADE IN A WHEAT FIELD DURING WHICH THE LEFT MAIN GEAR COLLAPSED AND THE LEFT WING CONTACTED THE GROUND. INVESTIGATION REVEALED THE ACFT WAS FUELED FROM AN UNFILTERED 5 GALLON CAN WHICH HAD SAT UNCOVERED IN THE RAIN. AFTER THE ACCIDENT A MECHANIC STATED HE DRAINED "1/2 A POP CAN OF WATER" FROM THE FUEL SUMP.

Brief of Accident (Continued)

File No. - 1662

7/24/84

WEBSTER,ND

A/C Reg. No. N6749Z

Time (Lc1) - 1600 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. FUEL SYSTEM,TANK - CONTAMINATION
2. FUEL SYSTEM,TANK - WATER
3. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1663 8/17/84 ARTHUR,ND A/C Reg. No. N5332 Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND,ME LAND</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 - 5</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1499</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model-</td> <td>110</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>143</td> <td>Last 90 Days-</td> <td>110</td> </tr> <tr> <td>Multi-Eng -</td> <td>13</td> <td>Rotorcraft</td> <td>- UNK/NR</td> </tr> </table>	Total	- 1499	Last 24 Hrs	- 3	Make/Model-	110	Last 30 Days-	UNK/NR	Instrument-	143	Last 90 Days-	110	Multi-Eng -	13	Rotorcraft	- UNK/NR
Total	- 1499	Last 24 Hrs	- 3															
Make/Model-	110	Last 30 Days-	UNK/NR															
Instrument-	143	Last 90 Days-	110															
Multi-Eng -	13	Rotorcraft	- UNK/NR															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT FLOWN AT HIGH GROSS WEIGHT IN HIGH DENSITY ALTITUDE CONDITIONS. THE PLT SAID TAKEOFF PWR WAS ADDED TOO LATE TO STOP THE DESCENT AT THE START OF A SPRAY RUN.

Brief of Accident (Continued)

File No. - 1663

8/17/84

ARTHUR,ND

A/C Reg. No. N5332

Time (Lcl) - 1130 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
4. DESCENT - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1697

6/02/84

NORFOLK, NE

A/C Reg. No. N42497

Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - 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-65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 100/004 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
NORFOLK, NE
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

KARL STEFAN MEMORIAL
Runway Ident - 31
Runway Lth/Wid - 1/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1172
Make/Model- 72
Instrument- 103
Multi-Eng - 14
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THREE WITNESSES STATED THE ACFT ENTERED A STEEP CLIMB AFTER LIFT-OFF AND CONTINUED CLIMBING TO AN ALT OF APRX 250 TO 350 FT AGL, STALLED AND SPUN TO THE RWY. THE ACFT IMPACTED THE RWY 1100 FT FROM THE APCH END IN A NOSE LOW AND LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 1697

6/02/84

NORFOLK,NE

A/C Reg. No. N42497

Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLIMB - EXCESSIVE - PILOT IN COMMAND
 2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1777

7/16/84

KIMBALL,NE

A/C Reg. No. N88155

Time (Lcl) - 1140 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	1	0	0	0
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-MANEUVERING				

Crew

Pass

-----Aircraft Information-----

Make/Model - EAGLE DW1

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1500

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 - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

POTTER,NE

Destination

KIMBALL,NE

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 38

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A MICROWAVE TOWER 158 FT AGL WHILE THE PLT WAS MAKING A SMOKE TRAIL TO TEST THE WIND. AS THE PLT WAS SEEN TO LOOK BACK ALONG HIS SMOKE PATH, THE ACFT COLLIDED WITH THE TOWER. THE CABLES SUPPORTING THE TWR & THE TWR DESTROYED THE ACFT WHICH FELL NOSE DOWN TO THE GROUND. THE ACFT BOUNCED ON IMPACT ABOUT 21 FT BACKWARDS LEAVING THE PROP & SOME OF THE ENGINE AT THE IMPACT POINT. NO MECHANICAL OR MEDICAL DISCREPANCIES OF A CONTRIBUTORY NATURE WERE FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1777

7/16/84

KIMBALL,NE

A/C Reg. No. N8815S

Time (Lc1) - 1140 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - GUY WIRE
2. OBJECT - OBJECT
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

5. WING, WINGTIP - SEPARATION
6. WING - SEPARATION

Occurrence #3 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) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1634 2/03/84 JAFFREY,NH A/C Reg. No. N6814G Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 402
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6885
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520-VB
Number Engines - 2
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 - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 130/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - BROKEN
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
CONCORD,NH
Destination
MORRISTOWN,NJ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4300
Make/Model- 3700
Instrument- 580
Multi-Eng - 4000
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD FILED AN IFR FLT PLAN; HOWEVER, HE TOOK OFF IN VFR CONDITIONS & DID NOT ACTIVATE THE FLT PLAN. RADAR DATA SHOWED THAT THE LATTER PART OF THE FLT WAS FLOWN AT 6300 FT, THEN AT 1712:39 EST, A DESCENT WAS BEGUN. ONE MINUTE LATER, THE FLT WAS LAST RECORDED AT 3700 FT. SUBSEQUENTLY, THE ACFT CRASHED NEAR THE TOP OF A 3165 FT MOUNTAIN. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3000 FT. THE TERRAIN WAS ROCKY & COVERED WITH ICE & SNOW WHEN THE INVESTIGATORS ARRIVED AT THE CRASH SITE. APRX 8 MI WEST-NORTHWEST AT KEENE, NH, THE 1755 EST WX WAS, IN PART, 3200 FT BROKEN, 5500 FT OVERCAST, VISIBILITY 10 MI, WIND FROM 130 DEG AT 10 KTS. THE ELEVATION OF THE DILLANT-HOPKINS ARPT AT KEENE WAS 487 FT.

Brief of Accident (Continued)

File No. - 1634

2/03/84

JAFFREY,NH

A/C Reg. No. N6814G

Time (Lc1) - 1500 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. DESCENT - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

4. LIGHT CONDITION - DUSK
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - PILOT IN COMMAND
7. TERRAIN CONDITION - HIGH TERRAIN
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1727

6/21/84

MARLBORO,NJ

A/C Reg. No. N66078

Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

NONE

Crew

0

0

0

1

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA C150

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-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

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling -

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)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 77

Last 24 Hrs - 1

Make/Model- 62

Last 30 Days- UNK/NR

Instrument- 3

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE PLT SAID THAT THE POWER WAS SLOW TO BUILD AND WHEN HE TRIED TO ROTATE AT 55 KTS HE NOTICED THE RPM AT 2300 SO HE ABORTED THE TAKEOFF. THE ACFT WENT PAST THE DEPARTURE END OF THE RWY INTO A DITCH BEFORE STOPPING.

Brief of Accident (Continued)

File No. - 1727

6/21/84

MARLBORO,NJ

A/C Reg. No. N66078

Time (Lc1) - 1730 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. LIFT-OFF - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)
3. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1708 12/08/84 MONTAGUE, NJ A/C Reg. No. N1113X Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SOMERVILLE, NJ

Destination

UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2134

Make/Model- 2024

Instrument- 50

Last 24 Hrs - 1

Last 30 Days- 16

Last 90 Days- 61

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THIS AIRCRAFT WAS DISCHARGED FROM THE HOSPITAL FOLLOWING A BLADDER BIOPSY ABOUT SIX HOURS PRIOR TO THE ACCIDENT. ALTHOUGH HE WAS ADVISED NOT TO FLY THAT DAY HE ELECTED TO DO SO. HE WAS ENGAGED IN BUZZING A FRIENDS HOUSE WHEN HE COLLIDED WITH TREES, CRASHED AND BURNED. THE AUTOPSY FOLLOWING THE ACCIDENT DID NOT INDICATE INCAPACITATION.

Brief of Accident (Continued)

File No. - 1708

12/08/84

MONTAGUE,NJ

A/C Reg. No. N1113X

Time (Lc1) - 1530 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
2. BUZZING - IMPROPER - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1607 6/20/84 LAS CRUCES,NM A/C Reg. No. N3039Q Time (Lcl) - 1102 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

-----Aircraft Information-----

Make/Model - CESSNA 182K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 080/004 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
CARLSBAD,NM
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

LAS CRUCES-CRAWFORD
Runway Ident - 08
Runway Lth/Wid - 6071/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 118	Last 24 Hrs	- 2
Make/Model-	118	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE ACFT BALLOONED, STALLED AND CONTACTED THE RWY HARD ENOUGH TO BREAK OFF THE NOSE GEAR. THE PLT ADDED PWR AND ABORTED THE LANDING. ACFT WAS THEN LANDED IN A SANDY AREA ALONG THE LEFT SIDE OF THE RWY WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1607

6/20/84

LAS CRUCES,NM

A/C Reg. No. N3039Q

Time (Lcl) - 1102 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1611

7/09/84

LOS ALAMOS, NM

A/C Reg. No. N2292M

Time (Lcl) - 1702 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/018 KTS
Visibility - 5.0 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
ALBUQUERQUE, NM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
LOS ALAMOS

Runway Ident - 09
Runway Lth/Wid - 5400/ 120
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 436	Last 24 Hrs	- 1
Make/Model-	51	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	27
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ATTEMPTED DOWNWIND TAKEOFF WAS ABORTED BUT RESULTED IN AN OVERRUN OFF THE END OF THE RWY. ACCORDING TO THE PIC THE AIRSPEED INDICATOR WAS INOPERATIVE AND THE BRAKES WERE WELL WORN PRIOR TO DEPARTURE. WITH ABOUT 1000 FT OF RWY REMAINING THE ABORT WAS INITIATED. THE ACFT NOSE GEAR COLLAPSED IN THE UNIMPROVED TERRAIN AND THE ACFT SLID TO A STOP 184 FT FROM THE END OF THE RWY. WITNESSES REPORTED THE WIND TO BE FROM 270 DEGREES AT 18 KTS GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 1611

7/09/84

LOS ALAMOS,NM

A/C Reg. No. N2292M

Time (Lc1) - 1702 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
2. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - INOPERATIVE
3. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1688 8/29/84 KIRTLAND AFB,NM A/C Reg. No. N6561Q Time (Lcl) - 0915 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 -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1700
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 350/009 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
KIRTLAND AFB,NM
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

KIRTLAND AFB
Runway Ident - 03
Runway Lth/Wid - 7750/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 73
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 78	Last 24 Hrs	- 1
Make/Model-	78	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

UPON TOUCHDOWN A HARD LANDING WAS MADE AFTER WHICH THE ACFT BOUNCED AND BECAME AIRBORNE. THE ACFT CONTACTED THE RWY HARD AT WHICH TIME THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1688

8/29/84

KIRTLAND AFB,NM

A/C Reg. No. N6561Q

Time (Lc1) - 0915 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1696

7/21/84

HENDERSON, NV

A/C Reg. No. N78JC

Time (Lc1) - 1047 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - SPERLING BD-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CORONA, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 160/018 KTS
Visibility - 50.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - 14000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	500	Last 24 Hrs - UNK/NR
Make/Model-	60		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED OBSERVING THE ACFT DEPART TO THE SSW TOWARD THE MOUNTAINS. THE ACFT MADE A SERIES OF TURNS AND BANKS TO AVOID A GROUP OF THUNDERSTORM CELLS (AIR MASS THUNDERSTORMS) IN A DIRECTION OF INTERSTATE HIGHWAY 15. THE ACFT WAS REPORTED TO HAVE MADE SEVERAL TURNS AWAY FROM THE "WORST" PART OF THE RAIN SHOWERS. ALL THE WITNESSES REPORTED THE ACFT "JUST PITCHED DOWN AND WENT INTO THE GROUND." THE THUNDERSTORM CELLS WERE NOT REPORTED ON THE 1750Z LAS VEGAS, NV, FSS SURFACE ANALYSIS WEATHER OBSERVATION.

Brief of Accident (Continued)

File No. - 1696

7/21/84

HENDERSON, NV

A/C Reg. No. N78JC

Time (Lc1) - 1047 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - TURBULENCE
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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. - 1796

8/18/84

LAS VEGAS,NV

A/C Reg. No. N7599V

Time (Lcl) - 0740 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - WHITMAN W - 8
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1366
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 14000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SCOTTSDALE,AZ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAS VEGAS-HENDERSON
Runway Ident - 18
Runway Lth/Wid - 5000/ 50
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 59

Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 1500	Last 24 Hrs - UNK/NR
Make/Model-	150	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 8
Multi-Eng -	500	

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, PLT SWITCHED FROM FRONT TO REAR FUEL TANK AT WHICH TIME A TTL LOSS OF PWR OCCURRED. REMEDIAL ACTION WAS ATTEMPTED BUT NO PWR WAS REGAINED. UNABLE TO RETURN TO THE ARPT, PLT APPLIED FULL FLAPS AND STALLED THE ACFT APRX 15 FT AGL OVER THE ROUGH TERRAIN. ACFT WAS REFUELED THE NIGHT PRIOR TO THIS FLT. PLT FAILED TO DRAIN FUEL TANKS ON THE MORNING OF THE FLT. WATER WAS FOUND IN THE FUEL FILTER, FUEL PUMP, AND CARBURETOR.

Brief of Accident (Continued)

File No. - 1796

8/18/84

LAS VEGAS,NV

A/C Reg. No. N7599V

Time (Lc1) - 0740 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. STALL - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1667 6/01/84 NEW PALTZ,NY A/C Reg. No. N13411 Time (Lc1) - 1530 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	1	
Accident Occurred During	-LANDING		0	0	0	0	

-----Aircraft Information-----

Make/Model	- CESSNA 177B	Eng Make/Model	- LYCOMING O-360-A1F6D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	BLACKSBURG,VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	NEW PALTZ,NY	STANTON
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2515/ 42
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 190
SE LAND	Months Since - 9	Make/Model- 46
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS LANDED ON RWY 32 WITH WIND FROM 60 DEGREES AT 10 KTS. THE ACFT BOUNCED ON TOUCHDOWN, PWR WAS ADDED AND THE ACFT BECAME AIRBORNE. THE ACFT DRIFTED LEFT AND CONTACTED A ROCK IN GRASS OFF THE LEFT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1667

6/01/84

NEW PALTZ,NY

A/C Reg. No. N13411

Time (Lcl) - 1530 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1654 6/02/84 WEST SENECA, NY A/C Reg. No. N97137 Time (Lcl) - 1450 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA C172	Eng Make/Model - LYCOMING O-230-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BINGHAMTON, NY	
Method - N/A	Destination BUFFALO, NY	Airport Data BUFFALO AIRPARK
Completeness - N/A	ATC/Airspace	Runway Ident - 24
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Lth/Wid - 2665/ 60
Wind Dir/Speed- 050/012 KTS	Type of Clearance - VFR	Runway Surface - ASPHALT
Visibility - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds - 12000 FT SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
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)
STUDENT	Current - N/A	Total - 55
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

INEXPERIENCED FBO PERSONNEL CHANGED RWY RESULTING IN DOWNWIND LANDINGS. PIC ACCEPTED CHANGE THOUGH AWARE OF WIND. ACFT DRIFTED LEFT DURING FLARE, TOUCHDOWN AND INITIAL ROLL. THE ACFT CONTINUED OFF THE LEFT SIDE OF THE RWY AND CONTINUED INTO AN AREA OF MUD WHERE IT SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 1654

6/02/84

WEST SENECA, NY

A/C Reg. No. N97137

Time (Lc1) - 1450 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. AIRPORT OPERATIONS - IMPROPER - FBO PERSONNEL
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - FBO PERSONNEL
6. IMPROPER USE OF FACILITY, LACK OF TOTAL EXPERIENCE - FBO PERSONNEL
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
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) 4,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1669

6/02/84

SARATOGA, NY

A/C Reg. No. N5708S

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	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER 2-33
Landing Gear - SKID
Max Gross Wt - 1040
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/030 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SARATOGA, NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SARATOGA
Runway Ident - UNK/NR
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 34
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 56
Make/Model- 48
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

GLIDER WAS ON FINAL APPROACH IN SEVERE TURBULENCE. ACFT DRIFTED ON FINAL APCH AND PLT USED FULL CONTROL DEFLECTION WITH NO EFFECT. A COLLISION WITH TREES RESULTED. THE PLT SAID THAT THE WIND BEFORE TAKEOFF WAS GREATER THEN 30 KTS FROM 360 DEGREES. THE APCH WAS BEING MADE TO RWY 05.

Brief of Accident (Continued)

File No. - 1669

6/02/84

SARATOGA,NY

A/C Reg. No. N5708S

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - TURBULENCE
4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
5. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1721

6/25/84

MONTAUK, NY

A/C Reg. No. N555HM

Time (Lcl) - 0800 T

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -POSITIONING

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 206

Eng Make/Model - CONTINENTAL TISO-520-M

ELT Installed/Activated - YES/NO

Landing Gear - AMPHIBIAN

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/004 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - 1200 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MADISON, CT

Destination

MONTAUK LAKE, NY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 25

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1738

Last 24 Hrs - 0

Make/Model- 83

Last 30 Days- UNK/NR

Instrument- 220

Last 90 Days- 143

Multi-Eng - 74

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER AND SANK DURING A WATER LANDING. THE FLOAT PLANE HAD APPROACHED NOSE HIGH AND UPON INITIAL TOUCHDOWN ON THE LAKE THE ACFT SKIPPED/BOUNCED. ACCORDING TO A WITNESS IT APPEARED THAT THE PLT WAS TRYING TO EXTEND HIS TOUCHDOWN POINT. WHEN THE ACFT TOUCHED DOWN A 2ND TIME THE FLOATS LANDED SQUARE BUT THE RIGHT WING DIPPED, THE ACFT CARTWHEELED AND SANK. IT WAS DETERMINED AFTER THE ACCIDENT THAT THE ACFT LANDING GEAR WAS UP. AN INSPECTION OF THE LANDING AREA WAS MADE AND NOTHING OUT OF THE ORDINARY COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1721

6/25/84

MONTAUK, NY

A/C Reg. No. N555HM

Time (Lc1) - 0800 T

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1776

7/03/84

MILLBROOK,NY

A/C Reg. No. N56424

Time (Lcl) - 1300 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 -APPROACH

-----Aircraft Information-----

Make/Model - MAULE M5-180C

Eng Make/Model - LYCOMING O-360-C1F

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2100

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- 220/006 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MILLBROOK,NY

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

SKY ACRES

Runway Ident - 17

Runway Lth/Wid - 3800/ 20

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 298

Make/Model- 166

Instrument- 3

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS PRACTICING TOUCH-&-GO LANDINGS. ON FINAL APCH A HIGH SINK RATE DEVELOPED. PLT ADDED FULL PWR BUT SINK RATE WAS NOT ARRESTED. ACFT CONTACTED TERRAIN BEFORE APCH END OF RWY.

Brief of Accident (Continued)

File No. - 1776

7/03/84

MILLBROOK, NY

A/C Reg. No. N56424

Time (Lc1) - 1300 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1791

9/22/84

WILLSHIRE, OH

A/C Reg. No. N941Q

Time (Lc1) - 1955 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	1
Accident Occurred During	-LANDING	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 - BEECHCRAFT B33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
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- 006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBUS, 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 AIRSTRIP

Airport Data

7
Runway Ident - 27
Runway Lth/Wid - 2600/ 60
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57

Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2300	Last 24 Hrs - 1
Make/Model- 969	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING FLARE THE ACFT FLOATED AND DRIFTED LEFT. THE LEFT WING CONTACTED CORN STALKS PLANTED UP TO THE EDGE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1791

9/22/84

WILLSHIRE, OH

A/C Reg. No. N941Q

Time (Lcl) - 1955 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1783 5/23/84 STILLWATER,OK A/C Reg. No. N55350 Time (Lcl) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D23
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

STILLWATER MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 5002/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 101 Last 24 Hrs - 0
Make/Model- 39 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THE ACFT NOSE RAISED UP BEFORE TAKEOFF SPEED HAD BEEN REACHED. CONTROL OF THE ACFT WAS LOST AND IT DESCENDED INTO A FIELD APRX 500 FT OFF THE END OF THE RWY IN AN AREA OF UNIMPROVED TERRAIN. PLT LATER REPORTED THE ELEVATOR TRIM WAS SET IN THE FULL NOSE UP POSITION DURING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 1783

5/23/84

STILLWATER,OK

A/C Reg. No. N55350

Time (Lc1) - 2030 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST,ELEVATOR TAB CONTROL(TRIM) - IMPROPER
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1772 5/27/84 ARNETT,OK A/C Reg. No. N5852C Time (Lcl) - 0100 CDT

-----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
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - BEECH C35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-22-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 045/010 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 100 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SEYMOUR, TX
Destination
WOODWARD, OK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 179	Last 24 Hrs	- 3
Make/Model	- 110	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 5
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE WX FOR HIS ROUTE OF FLT WAS FORECAST TO REMAIN VFR. EN ROUTE, CEILINGS AT 4000 TO 5000 FT MSL WERE ENCOUNTERED IN THE VICINITY OF HOBART, OK. AS THE FLT CONTINUED THE WX DETERIORATED. IN ORDER TO MAINTAIN VFR CONDITIONS, THE NON-INSTRUMENT RATED PLT DESCENDED TO 3200 FT MSL, THEN TO 3000 FT MSL, & CHANGED HIS DESTINATION FROM WOODWARD, OK, TO GAGE, OK. AS THE CEILING LOWERED, THE PLT SLOWED THE ACFT TO 100 TO 120 MPH & CRUISED NEAR AN INDICATED 2500 FT (AT NIGHT). HE THOUGHT HE WAS CRUISING BELOW THE CLOUDS AT 200 TO 300 FT AGL. SUBSEQUENTLY, THE ACFT COLLIDED WITH THE TERRAIN IN A WINGS LEVEL, FLAT ATTITUDE AT A REPORTED ELEVATION OF 2473 FT. THE WX REPORTING FACILITIES AT GAGE & HOBART HAD CLOSED AT 2100 & 1800 CDT, RESPECTIVELY. FT SILL, OK, REPORTED IFR CEILINGS OF 700 FT OVERCAST WITH 10 MI VISIBILITY. THERE WAS NO FSS RECORD OF THE PLT UPDATING HIS WX BRIEFING WHILE EN ROUTE.

Brief of Accident (Continued)

File No. - 1772

5/27/84

ARNETT,OK

A/C Reg. No. N5852C

Time (Lc1) - 0100 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 3. WEATHER CONDITION - LOW CEILING
 4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 7. TERRAIN CONDITION - GROUND
 8. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

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. - 1773

5/29/84

GOLDSBY,OK

A/C Reg. No. N951AA

Time (Lc1) - 2000 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	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AMERICAN AEROLIGHT EAGLE 2

Eng Make/Model - UNKNOWN UNKNOWN

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1250

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 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 - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TUTTLE,OK

Destination

GOLDSBY,OK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE 2 PLACE ULTRALIGHT, N951AA, & THE PLT OF ANOTHER ULTRALIGHT WERE EN ROUTE FROM TUTTLE TO GOLDSBY, OK. WHILE FLYING LOW OVER A WHEAT FIELD, THE PLT OF THE OTHER ULTRALIGHT INADVERTENTLY FLEW INTO THE CROP. THE PLT OF N951AA WITNESSED THE OCCURRENCE, BUT WAS UNABLE TO DETERMINE THE CONDITION OF THE DOWNED PLT FROM THE AIR. HE ELECTED TO LAND IN THE WHEAT FIELD. WHILE FLARING AT ABOUT 30 MPH, THE MAIN GEAR CAME IN CONTACT WITH THE 4 FT TALL CROP CAUSING THE ACFT TO NOSE DOWN INTO THE FIELD. AS A RESULT OF THE IMPACT, THE LANDING GEAR & STRUCTURAL TUBING NEAR THE CANARD WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1773

5/29/84

GOLDSBY,OK

A/C Reg. No. N951AA

Time (Lc1) - 2000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - CROP
 2. PERFORMANCE DATA - SELECTED - PILOT IN COMMAND
 3. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1754 5/30/84 RIPLEY,OK A/C Reg. No. N731KU Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA A188B
Landing Gear - TRICYCLE-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- 170/017 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STILLWATER,OK

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - WET
ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

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 - 2778

Make/Model- 1500

Instrument- 15

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

ACFT CONTACTED THREE UNMARKED TRANSMISSION POWER LINES WHICH CROSSED THE CIMARRON RIVER. THE PLT WAS FLYING OVER THE RIVER TRYING TO LOCATE A FIELD WHICH WAS TO BE SPRAYED. THE ACFT THEN CRASHED ON NEARBY RIVER BED.

Brief of Accident (Continued)

File No. - 1754

5/30/84

RIPLEY,OK

A/C Reg. No. N731KU

Time (Lc1) - 1900 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
2. OBJECT - WIRE,TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

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) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1759 7/14/84 EUFAULA,OK A/C Reg. No. N6180Q Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
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/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- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

EUFAULA
Runway Ident - 17
Runway Lth/Wid - 2900/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 47
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 58	Last 24 Hrs	- 5
Make/Model-	56	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXING FROM LANDING THE PLT WAS WATCHING THE CLEARANCE ON THE LEFT SIDE OF THE ACFT AND THE RIGHT WING CONTACTED AN UNMARKED UTILITY POLE.

Brief of Accident (Continued)

File No. - 1759

7/14/84

EUFAULA,OK

A/C Reg. No. N6180Q

Time (Lc1) - 1500 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
2. OBJECT - UTILITY POLE
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1640 6/04/84 NORTH BEND, OR A/C Reg. No. N1067U Time (Lc1) - 1011 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -AERO SPORT	DESTROYED		Fatal	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	1	0
Accident Occurred During -APPROACH			0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34-200	Eng Make/Model - LYCOMING IO-360-C1E6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VANCOUVER, WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	NORTH BEND MUNICIPAL
Wind Dir/Speed- 190/007 KTS		Runway Ident - 04
Visibility - 1.500 SM	ATC/Airspace	Runway Lth/Wid - 4613/ 150
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 600 FT BROKEN	Type of Clearance - IFR	Runway Status - WET
Obstructions to Vision- FOG	Type Apch/Lndg - ILS-COMPLETE	
Precipitation - RAIN		
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)
ATP, CFI	Current - UNK/NR	Total - 2305
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 22
	Aircraft Type - UNK/NR	Instrument - 183
		Multi-Eng - 265
		Last 24 Hrs - UNK/NR
		Last 30 Days - 76
		Last 90 Days - 167

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS CLEARED FOR AN ILS RWY 4 APCH WHILE 9 MILES NORTH OF OTH (NORTH BEND) VOR. INSTRUCTIONS WERE GIVEN TO CROSS OTH VOR AT OR ABOVE 3700 FT MSL. 14 MIN LATER, THE PLT REPORTED TO NORTH BEND FSS "MY NEEDLE DOESN'T SEEM TO BE MOVING ON MY LOCALIZER HERE UH YOU KNOW MY LOCATION." INDICATIONS OF NAV/COM DIFFICULTIES CONTINUED. ACFT WAS CLEARED BY ARTCC TO DESCEND FROM 5000 FT TO 3000 FT HEADING 360 DEGS WHILE 11 MILES SW OF ARPT. AFTER A HEADING CHANGE TO 035 DEG, THE PLT STATED "I GOT IT CENTERED NOW". AT THE OUTER MARKER HE SAID "I'M A LITTLE HIGHER TWO THOUSAND I'LL TRY TO GET DOWN." ARPX 2 MIN LATER, THE PLT REPORTED AN ALT OF 800 FT. THE ACFT CRASHED IN A HILLY WOODED AREA ARPX 3 MI NNE OF THE ARPT. A CHIEF PLT & AN FAA EXAMINER REPORTED THE PLT'S IFR PERFORMANCE WAS UNSATISFACTORY IN A PART 135 CHECKRIDE. ACCORDING TO ANOTHER PLT AND MAINTENANCE RECORDS, N1067U HAD A HISTORY OF DISCREPANCIES WITH THE NAV EQUIP. A COMPANY PLT STATED THE COMPANY PUT PRESSURE ON THE PLTS TO FLY ACFT WHICH SOMETIMES WERE NOT AIRWORTHY.

Brief of Accident (Continued)

File No. - 1640

6/04/84

NORTH BEND, OR

A/C Reg. No. N1067U

Time (Lc1) - 1011 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. COMM/NAV EQUIPMENT - ERRATIC
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. IMPROPER DECISION, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
 5. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 6. MISSED APPROACH - DELAYED - PILOT IN COMMAND
 7. TERRAIN CONDITION - RISING
 8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 9. 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) 3,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1738

7/06/84

CHILOQUIN,OR

A/C Reg. No. N6931N

Time (Lcl) - 1950 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - MOONEY M-20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2525
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1DQ
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 320/015 KTS
Visibility - 40.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHILOQUIN,OR
Destination
KLAMATH FALLS,OR

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 - DRY
HIGH VEGETATION

-----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 - UNK/NR

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED AND CRASHED DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE ACFT HAD ONLY BEEN AIRBORNE FOR ABOUT 5 MINUTES. THE PLT TOLD FAA INSPECTORS HE WAS GOING TO GET FUEL. HE STATED THAT THE LEFT TANK HAD LESS THAN 1/4 TANK AND "A SMALL AMMOUNT" IN THE RIGHT TANK. THE PLT DID NOT SUBMIT AN NTSB FORM 6121.1.

Brief of Accident (Continued)

File No. - 1738

7/06/84

CHILOQUIN,OR

A/C Reg. No. N6931N

Time (Lcl) - 1950 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

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) 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. - 1694

7/29/84

SCAPPOOSE,OR

A/C Reg. No. N5566Q

Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
3

-----Aircraft Information-----

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELLINGHAM,WA
Destination
SCAPPOOSE,OR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SCAPPOOSE INDUSTRIAL
Runway Ident - 33
Runway Lth/Wid - 4000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 211
Make/Model- 136
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

PLT LOWERED GEAR IN TRAFFIC PATTERN AND GEAR DOWN AND LOCKED GREEN LIGHT WAS RECEIVED. PLT FAILED TO CHECK THE GEAR BAR INDICATOR. ACFT TOUCHED DOWN WITH GEAR EXTENDED 1/4 OF THE WAY. INSPECTION REVEALED LANDING GEAR MOTOR BEARINGS WERE WORN OUT.

Brief of Accident (Continued)

File No. - 1694

7/29/84

SCAPPOOSE,OR

A/C Reg. No. N5566Q

Time (Lcl) - 1630 PDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - WORN
 2. LANDING GEAR,GEAR INDICATING SYSTEM - FALSE INDICATION
-

----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. - 1798 8/09/84 PRINEVILLE,OR A/C Reg. No. N83233 Time (Lc1) - 1000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PRINEVILLE,OR
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

NONE
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)
STUDENT

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING PLT HEARD A LOUD CHATTER COMING FROM THE ENGINE ACCOMPANIED BY A LOSS OF POWER. PLT REDUCED REMAINING POWER AND INITIATED A FORCED LANDING IN A ROUGH BARLEY FIELD. POST ACCIDENT INVESTIGATION REVEALED THE CRANKSHAFT BROKE NEAR THE NUMBER TWO CRANKTHROW. FURTHER INVESTIGATION REVEALED THE JOURNAL WAS IMPROPERLY GROUND.

Brief of Accident (Continued)

File No. - 1798

8/09/84

PRINEVILLE,OR

A/C Reg. No. N83233

Time (Lc1) - 1000 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
 2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1714 8/18/84 PRINEVILLE,OR A/C Reg. No. N3159Y Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/002 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
MEDFORD,OR
Destination
PENDLETON,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRINCEVILLE
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 - 31

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 213	Last 24 Hrs	- 1
Make/Model-	37	Last 30 Days-	2
Instrument-	3	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HIT A TREE DURING A FORCED LANDING APPROACH TO A LARGE OPEN FIELD AFTER AN ENGINE FAILURE. POST ACCIDENT INVESTIGATION REVEALED THAT A ROD CAP BOLT HAD FAILED WHICH STARTED THE INTERNAL DESTRUCTION OF THE ENGINE. THIS BOLT WAS INSTALLED AS A NEW PART DURING MAJOR OVERHAUL IN 5/84 AND HAD ACCRUED 120 HOURS TOTAL TIME IN SERVICE.

Brief of Accident (Continued)

File No. - 1714

8/18/84

PRINEVILLE,OR

A/C Reg. No. N3159Y

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

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)
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1797 8/22/84 SHERIDAN, OR A/C Reg. No. N2345B Time (Lcl) - 1400 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-INSTRUCTIONAL	NONE		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0	2
Accident Occurred During	-DESCENT	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- UNIVERSAL GC-1B	Eng Make/Model	- CONTINENTAL C-125	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 125 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - CALM</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - 25</p> <p>Runway Lth/Wid - 3000</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - ROUGH</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 - 26</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 4</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 2064</p> <p style="padding-left: 40px;">Make/Model- 1</p> <p style="padding-left: 40px;">Instrument- 111</p> <p style="padding-left: 40px;">Last 24 Hrs - 2</p> <p style="padding-left: 40px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 40px;">Last 90 Days- 39</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

CFI STATED, "THE ACFT BECAME AIRBORNE APRX 2/3 OF THE WAY DOWN A 3000 FT GRAVEL AND DIRT RWY. AT LIFT OFF, OR SLIGHTLY BEFORE OR AFTER, STUDENT PUT ON FULL FLAPS. UNTIL THIS POINT STUDENT WAS IN CONTROL OF THE AIRPLANE EXCEPT FOR MINOR CORRECTIONS FROM ME. AFTER TAKEOFF AND SLOW CLIMB TO APRX 50 TO 100 FT AGL I WAS FLYING THE AIRPLANE. THEN STUDENT TOOK OFF ALL FLAPS. ACFT SETTLED ONTO PLOWED FIELD OFF THE END OF THE RUNWAY."

Brief of Accident (Continued)

File No. - 1797

8/22/84

SHERIDAN,OR

A/C Reg. No. N2345B

Time (Lcl) - 1400 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
2. RAISING OF FLAPS - IMPROPER - DUAL STUDENT
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1642 4/06/84 JOHNSTOWN, PA A/C Reg. No. N33569 Time (Lcl) - 2235 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries				
Fatal	Serious	Minor	None	
1	0	0	0	
0	0	0	0	

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - IMC
Wind Dir/Speed- 290/013 KTS
Visibility - .750 SM

Lowest Sky/Clouds - 400 FT
Lowest Ceiling - 400 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW SHOWER
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
JOHNSTOWN, PA

Destination
SPRINGFIELD, IL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

JOHNSTOWN CAMBRIA COUNTY
Runway Ident - 27
Runway Lth/Wid - 3694-N/A
Runway Surface - ASPHALT
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 45

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1875	Last 24 Hrs -	5
Make/Model-	440		Last 30 Days-	41
Instrument-	260		Last 90 Days-	84
Multi-Eng -	502			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOOK OFF WITH A CENTER OF GRAVITY BET 95.45 & 95.71 INCHES AFT OF THE DATUM & APRX 98 LBS BELOW THE MAX ALLOWABLE GROSS WEIGHT. THE MAX AFT CG LIMIT FOR ALL WEIGHTS WAS 94.6 INCHES. WX AT THE APRX TIME OF THE ACCIDENT WAS 400 FT CEILING, LIGHT SNOWSHOWERS, 4 MILES VISIBILITY WITH FOG, TEMP 29F, DEW POINT 29F. A SIGMET FOR MOD TO SEVERE ICING IN CLOUDS WAS ALSO IN EFFECT. THE ACFT IMPACTED IN A 30 TO 40 DEG LEFT BANK. IMPACT OCCURRED APRX 1800 FT FROM THE DEPARTURE END OF THE RWY. THERE WAS NO EVIDENCE OF INFLIGHT MECHANICAL MALFUNCTIONS OF THE POWERPLANTS. ALTHOUGH THE ACFT ARRIVED AT JOHNSTOWN WITH ICE ON THE WINGS AND TAIL, THE PLT RECEIVED A FULL WX BRIEFING AND WAS AWARE OF THE ICING CONDITIONS PRIOR TO HIS LAST TAKEOFF. THERE WAS EVIDENCE THAT THE PLT DID NOT DEICE THE ACFT'S WINGS AND TAIL PRIOR THE ACCIDENT FLT.

Brief of Accident (Continued)

File No. - 1642

4/06/84

JOHNSTOWN, PA

A/C Reg. No. N33569

Time (Lc1) - 2235 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - UNFAVORABLE WIND
6. WEATHER CONDITION - ICING CONDITIONS
7. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
8. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
9. WING - ICE
10. AIRCRAFT PERFORMANCE - DETERIORATED
11. TERRAIN CONDITION - RISING
12. PROPER CLIMB RATE - NOT POSSIBLE -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1656 4/17/84 BENTLEY CREEK, PA A/C Reg. No. N806Q Time (Lcl) - 0710 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -VAN AIR, INC.	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TETERBORO, NJ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BUFFALO, NY	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 30000
ME LAND	Months Since - 5	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - BE-55	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LAST RADIO CALL MADE BY THE PLT WAS AT 0658 EST WHEN HE REPORTED LEVEL AT 8000 FT. RADAR DATA AT 0708 EST, SHOWED THE ACFT CHANGING HEADING FROM 327 TO 335 DEGREES, ALT DECREASED FROM 8000 TO 5000 FT AND GROUND SPEED INCREASED FROM 179 TO 188 KTS. COMMUNICATION WITH THE ACFT COULD NOT BE ESTABLISHED AT THIS TIME. RADAR COVERAGE WAS LOST 5 MILES WNW OF SAYRE INTERSECTION. THE ACFT CONTINUED ITS DESCENT COLLIDING WITH POWER LINES FOLLOWED BY THE GROUND. INVESTIGATION DID NOT REVEAL ANY MECHANICAL FAILURES AND/OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1656

4/17/84

BENTLEY CREEK, PA

A/C Reg. No. N806Q

Time (Lc1) - 0710 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1668

6/06/84

PATTON, PA

A/C Reg. No. N84399

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

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1320
No. of Seats - 3

Eng Make/Model - CONTINENTAL 65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
PATTON, PA
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 - 65

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	- 430	Last 24 Hrs	- 0
Make/Model	- 55	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 35

Instrument Rating(s) - NONE

-----Narrative-----

ENG QUIT AT AN ALT OF 50-75 FT AFTER TAKEOFF. A FORCED LANDING WAS MADE IN A PLOWED FIELD. THE ACFT WAS REMOVED FROM THE FIELD AND EXAMINED BY A FAA AIRWORTHINESS INSPECTOR AT A LATER DATE. INSPECTION REVEALED THE FUEL TANK WAS EMPTY AND THE GASOLATOR WAS BROKEN OFF. A SMALL AMT OF AUTOMOTIVE FUEL WAS FOUND IN THE CARBURETOR ALTHOUGH THE PLT STATED THE ACFT HAD BEEN REFUELED WITH AV-GAS. THE CARBURETOR AND MAGNETOS WERE BENCH TESTED AND FOUND TO OPERATE WITHIN MANUFACTURERS SPECIFICATIONS.

Brief of Accident (Continued)

File No. - 1668

6/06/84

PATTON, PA

A/C Reg. No. N84399

Time (Lc1) - 1400 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

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. - 1644

6/07/84

BEDFORD, PA

A/C Reg. No. N5106Y

Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - OTHER WORK USE

Flight Conducted Under - 14 CFR 133

Fire
NONE

Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - HUGHES 500D

Landing Gear - SKID

Max Gross Wt - 2100

No. of Seats - 4

Eng Make/Model - ALLISON L-250B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 375 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 - 270/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BEDFORD, PA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7010

Make/Model - 757

Instrument - 137

Last 24 Hrs - 3

Last 30 Days - UNK/NR

Last 90 Days - 5

Rotorcraft - 5160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE HELICOPTER TOOK OFF WITH UNDER 200 LBS OF FUEL INDICATING ON THE FUEL GAGE. FIFTEEN MINUTES AFTER TAKEOFF AT 125 FT AGL THE ENGINE OUT WARNING SYSTEM INDICATED AN ENGINE FAILURE. THE ACFT BEGAN TO ROTATE ABOUT ITS VERTICAL AXIS AND DESCENDED. AT THIS POINT THE PLT OBSERVED THE FUEL GAGE TO BE "ONE NEEDLE WIDTH BELOW THE 100 LB MARK." THE PLT LOWERED THE COLLECTIVE ALMOST TO THE BOTTOM THEN PULLED IT ALL THE WAY UP JUST PRIOR TO IMPACT WHICH OCCURRED IN A DESCENT RATE OF 800 TO 1000 FPM. THE IMPACT BROKE THE RIGHT SKID AND THE HELICOPTER ROLLED OVER ON ITS RIGHT SIDE. AN INSPECTION OF THE ACFT FUEL SYSTEM FOLLOWING THE ACCIDENT REVEALED NO FUEL IN THE TANKS AND NOTHING WRONG WITH THE FUEL INDICATING SYSTEM.

Brief of Accident (Continued)

File No. - 1644

6/07/84

BEDFORD,PA

A/C Reg. No. N5106Y

Time (Lc1) - 0830 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation HOVER

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1722 6/14/84 MAHAFFEY, PA A/C Reg. No. N9178L Time (Lcl) - 1430 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 - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/015 KTS Visibility - 7.0 SM Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point MIDDLETOWN, PA Destination MILLER, PA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data MILLER Runway Ident - 01 Runway Lth/Wid - 2500/ 60 Runway Surface - DIRT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 42 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 7100 Make/Model- 65 Instrument- 3255 Multi-Eng - 6785 Last 24 Hrs - 5 Last 30 Days- UNK/NR Last 90 Days- 40
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF THE PREPARED LANDING AREA IN TALL WEEDS AND ROCKS WHERE IT NOSED OVER. THE PLT HAD CHANGED FROM A GRAVEL RWY TO THE DIRT ONE BECAUSE OF DOWNDRAFTS. THE 1ST LANDING ON THE DIRT RWY WAS MADE ON THE WHEELS AND WHEN THE TAIL LOWERED THE PLT APPLIED THE BRAKES. THE ACFT VEERED TO THE LEFT ABOUT 20 DEGREES AND THE PLT TRIED TO CORRECT WITH RIGHT RUDDER TO NO AVAIL. AT THE RWYS EDGE FULL RIGHT BRAKE WAS APPLIED. THE ACFT CONTINUED INTO THE GRASS AND ROCKS. UPON INSPECTION IT WAS DISCOVERED THAT THE LEFT BRAKE WAS STUCK IN THE ON POSITION. WHEN THE B NUT ON THE BRAKE LINE AT THE LEFT WHEEL CYLINDER WAS LOOSENEED THE BRAKE RELEASED.

Brief of Accident (Continued)

File No. - 1722

6/14/84

MAHAFFEY, PA

A/C Reg. No. N9178L

Time (Lc1) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - IMPROPER
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - 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. - 1730

6/14/84

PATTON, PA

A/C Reg. No. N738CN

Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA C172
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GAITHERSBURG, MD
Destination
PATTON, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HOLTZ FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 1750 -UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 314
Make/Model- 200
Instrument- 63
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED FAST AND LONG AND BEFORE RUNNING OFF THE END OF THE 1750 FT RWY HE TURNED RIGHT TOWARD THE RAMP. A GUST OF WIND CAUGHT THE ACFT AND THE ACFT COLLIDED WITH A DITCH BESIDE THE RAMP.

Brief of Accident (Continued)

File No. - 1730

6/14/84

PATTON, PA

A/C Reg. No. N738CN

Time (Lcl) - 1700 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1728

6/16/84

MEADVILLE, PA

A/C Reg. No. N4033P

Time (Lcl) - 2102 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
ON GROUND

Crew
Pass

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - HILLER 12E

Landing Gear - SKID

Max Gross Wt - 2750

No. of Seats - 2

Eng Make/Model - LYCOMING VO-540-C2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 305 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

MEADVILLE, PA

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
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)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 811 Last 24 Hrs - 3

Make/Model- 81 Last 30 Days- UNK/NR

Instrument- 6 Last 90 Days- 84

Rotorcraft - 651

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT FLEW INTO WIRES DURING A CROP SPRAYING MISSION. THE ACFT WAS FLYING AT ABOUT 5-10 FT WHEN A FLASH WAS SEEN OVERHEAD. THE ACFT VIBRATED AND SLOWED BEFORE IMPACTING THE GROUND AND ROLLING OVER.

Brief of Accident (Continued)

File No. - 1728

6/16/84

MEADVILLE, PA

A/C Reg. No. N4033P

Time (Lc1) - 2102 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - GUY WIRE
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1726

6/16/84

PERKASIE,PA

A/C Reg. No. N7556

Time (Lcl) - 1340 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

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 2-33

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - N/A

Stall Warning System - YES

Max Gross Wt - 1040

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- VARIABLE/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

PERKASIE,PA

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
ROUGH

-----Personnel Information-----

Pilot-In-Command

Age - 23

Medical Certificate - UNK/NR

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 21

Last 24 Hrs - UNK/NR

NONE

Months Since - UNK/NR

Make/Model- 21

Last 30 Days- UNK/NR

GLIDER

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE WIRES THE ACFT WAS FLOWN INTO AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 1726

6/16/84

PERKASIE, PA

A/C Reg. No. N7556

Time (Lcl) - 1340 EDT

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1729

6/21/84

MIDDLETOWN, PA

A/C Reg. No. N704UL

Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 50M

Eng Make/Model - CONTINENTAL D-200A

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- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MIDDLETOWN, PA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

HARRISBURG

Runway Ident - 31

Runway Lth/Wid - 9500/ 200

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 19

Last 24 Hrs - 0

Make/Model- 19

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT WAS APPROACHING THE RWY TO MAKE A LANDING WHEN THE TWR GAVE HIM GO-AROUND INSTRUCTIONS DUE TO AN SHORTS 3-30 ACFT ON FINAL. DURING THE GO-AROUND THE STUDENT SAID HE ENCOUNTERED WAKE TURBULENCE. THE ACFT CARTWHEELED AND CAME TO REST WITH ITS NOSE BURIED IN THE GROUND.

Brief of Accident (Continued)

File No. - 1729

6/21/84

MIDDLETOWN,PA

A/C Reg. No. N704UL

Time (Lc1) - 2030 EDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
 2. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1731

9/04/84

LAURENS, SC

A/C Reg. No. N2047L

Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-CB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 1200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENVILLE, SC
Destination
LAURENS, SC

Airport Proximity
ON AIRPORT

Airport Data

LAURENS COUNTY
Runway Ident - 07
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7101	Last 24 Hrs	- 1
Make/Model-	940	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	46
Multi-Eng	- 3525		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE END OF THE RWY DURING LANDING. THE PLT REPORTED THAT HE STARTED USING BRAKES TO STOP THE ACFT BUT IT VEERED TO THE RIGHT. EXAMINATION BY MAINTENANCE REVEALED THAT THE LEFT BRAKE DISC, P/N 164-06100, HAD FAILED AT THE MOUNT FLANGE.

Brief of Accident (Continued)

File No. - 1731

9/04/84

LAURENS, SC

A/C Reg. No. N2047L

Time (Lc1) - 1030 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1632 7/10/84 WATERTOWN,SD A/C Reg. No. N86686 Time (Lcl) - 0730 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- WEATHERLY 201	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRSTRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 040/006 KTS	- UNK/NR
Visibility	- 10.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- 6000 FT SCATTERED	- 2500/ 30
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- DIRT
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- DRY

-----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 - YES	Total - 2575	Last 24 Hrs - 8
SE LAND	Months Since - 24	Make/Model - 300	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 29	Last 90 Days - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SPRAY BOOM OF THE ACFT CAUGHT IN THE GREEN WHEAT ALONG THE RIGHT SIDE OF THE DIRT RWY DURING TAKEOFF. THE ACFT THEN RAN OFF THE PREPARED SURFACE INTO THE WHEAT. IT THEN NOSED OVER ONTO ITS BACK AND CAUGHT FIRE. THE DIRT RWY IS 30 FT WIDE. THE WINGSPAN OF THE ACFT IS APRX 40 FT.

Brief of Accident (Continued)

File No. - 1632

7/10/84

WATERTOWN, SD

A/C Reg. No. N86686

Time (Lcl) - 0730 MDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
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. JUDGEMENT - POOR - PILOT IN COMMAND
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1684 9/15/84 CANTON,SD A/C Reg. No. N7236Z Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire

NONE

-----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-A105

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 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

CANTON,SD

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1520

Make/Model- 529

Instrument- 191

Multi-Eng - 25

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DESCENDING APCH TO AN UNFAMILIAR CORNFIELD FOR A SWATH RUN, THE PLT STATED HE HAD "A FLASHING VISION OF WIRES." THE PLT PUSHED THE CONTROL STICK FORWARD TO AVOID HITTING THE WIRES AT WHICH TIME THE ACFT CONTACTED A CORN CROP IN A SLIGHT NOSE DOWN ATTITUDE. THE ACFT THEN TURNED 90 DEG TO THE RIGHT, THE LEFT MAIN GEAR CONTACTED THE GROUND AND THE ACFT STOPPED INADVERTENTLY.

Brief of Accident (Continued)

File No. - 1684

9/15/84

CANTON, SD

A/C Reg. No. N7236Z

Time (Lc1) - 1430 CDT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. OBJECT - WIRE, STATIC
 4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 6. TERRAIN CONDITION - CROP
 7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1749 5/29/84 ROCKWOOD, TN

A/C Reg. No. N3754K

Time (Lcl) - 1430 EDT

-----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 91

NONE

Pass

Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - GLOBE SWIFT GC-1B

Eng Make/Model - CONTINENTAL O-300-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1710

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 145 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 320/010 KTS

Visibility - 1.500 SM

Lowest Sky/Clouds -

Lowest Ceiling - 300 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ATHENS, TN

Destination

CHAMPAIGN, TN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 69

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 753

Make/Model- 5

Instrument- 68

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN AN AREA OF RISING TERRAIN AT ABOUT THE 1800 FT LEVEL. ABOUT 1 MILE AWAY THE RIDGE LINE ROSE TO AN ELEVATION OF 2500 FT. WHEN THE ACFT WAS OBSERVED OVERFLYING THE ROCKWOOD ARPT APRX 3 MILES FROM THE ACCIDENT SITE THE CEILING WAS ABOUT 1200 FT AND VISIBILITY ESTIMATED AT 3 MILES. THE ACFT WAS FLYING AT ABOUT 800 FT AGL ON A HEADING OF ABOUT 315 DEGREES. THE ACFT CRASHED ON A HEADING OF ABOUT 150 DEGREES IN A STEEP DESCENT. THE PLT HAD DELAYED HIS DEPARTURE BECAUSE OF THE WEATHER. WHEN HE DEPARTED HE TOLD HIS LISTENERS THAT THE WEATHER HAD IMPROVED SO IT WAS OK TO GO. THEY BELIEVED LATER THAT HE WAS REFERRING TO DESTINATION WEATHER AS THE EN ROUTE WEATHER STILL HAD NOT IMPROVED.

Brief of Accident (Continued)

File No. - 1749

5/29/84 · ROCKWOOD, TN

A/C Reg. No. N3754K

Time (Lc1) - 1430 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
 4. WEATHER OBSERVATION - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

5. TERRAIN CONDITION - RISING
 6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1719 8/08/84 SHELBYVILLE, TN A/C Reg. No. N35849 Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B60	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MCCULLUM, GA	
Wind Dir/Speed- 220/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT THIN BKN	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 - 34	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 138
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 138
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A PARKED TRUCK ON A TAXIWAY EN ROUTE TO TAKEOFF. THE PLT SAID HE OBSERVED THE PARKED TRUCK ON THE TAXIWAY. THERE WAS ANOTHER TAXIWAY AVAILABLE BUT THE PLT CONTINUED ON THE CONGESTED ONE WITH THE ACFT WING OVERLAPPING THE TRUCK BY ABOUT 7 FT. THE COLLISION OF THE WING AGAINST THE TRUCK TURNED THE ACFT INTO THE TRUCK AND THE PROP ALSO MADE CONTACT. A WITNESS STATED THAT THE PLT WAS NOT WEARING CORRECTIVE LENSES AT THE TIME OF THE ACCIDENT. HIS LAST 3RD CLASS MEDICAL CERTIFICATE ISSUED ON 7-7-82 HAD A LIMITATION THAT HE MUST WEAR CORRECTIVE LENSES WHILE EXERCISING THE PRIVILEGES OF THE CERTIFICATE.

Brief of Accident (Continued)

File No. - 1719

8/08/84

SHELBYVILLE, TN

A/C Reg. No. N35849

Time (Lc1) - 1630 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
6. 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) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1699

8/14/84

ADAMS, TN

A/C Reg. No. N9888

Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P&W 985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 040/004 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 1200 FT

Lowest Ceiling - 1200 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CEDAR HILL, TN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - G-164A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5500

Make/Model- 700

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 300

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING A SPRAY RUN THE PLT CLIMBED TO 75 FT AGL TO FLY APRX 2 MILES TO THE NEXT FIELD. THE ELEVATION OF THE DESTINATION FIELD WAS HIGHER THAN THE LAST ONE SPRAYED; NO ESTIMATE OF ELEVATION CHANGE WAS PROVIDED. WHILE ATTEMPTING TO CLIMB OVER A HILL THE ACFT MUSHED INTO TREES.

Brief of Accident (Continued)

File No. - 1699

8/14/84

ADAMS,TN

A/C Reg. No. N9888

Time (Lc1) - 0800 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1602

9/25/84

JACKSON, TN

A/C Reg. No. N8325V

Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 178 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 260/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
MC KENNY, TX
Destination
PADUCAH, KY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN
GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

MCKELLER FFIELD
Runway Ident - 20
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 250
Make/Model- 12
Instrument- 53
Multi-Eng - 2
Last 24 Hrs - UNK/NR
Last 30 Days- 8
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A GO-AROUND, THE ENGINE LOST ALL POWER. THE PILOT WAS ABLE TO LAND ON THE RWY. THE ACFT WENT OFF THE END OF THE RWY, WENT THROUGH A DITCH, STRUCK A FENCE AND CAME TO REST ON AN ADJACENT ROAD. EXAMINATION DISCLOSED NO FUEL IN THE LEFT TANK. THE RIGHT TANK WAS PUNCTURED IN THE CRASH SEQUENCE AND CONTAINED NO FUEL. THE ACFT HAD BEEN FLOWN APRX FOUR HOURS WITHOUT BEING REFUELED.

Brief of Accident (Continued)

File No. - 1602

9/25/84

JACKSON, TN

A/C Reg. No. N8325V

Time (Lc1) - 1900 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - LOW LEVEL
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation OTHER

Finding(s)

6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
8. OBJECT - FENCE

-----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) 1,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1765

5/05/84

LA MARQUE, TX

A/C Reg. No. N31DF

Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -AIR SHOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PITTS SPECIAL S-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1000
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 160/011 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1300 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HITCHCOCK, 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 - 34

Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 410	Last 24 Hrs	- UNK/NR
Make/Model-	95	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 SCHEDULED TO PERFORM AEROBATICS IN AN AIR SHOW. WHILE MANEUVERING AT ABOUT 300 FT AGL, THE ACFT ENTERED A NOSE HIGH, STEEP LEFT TURN, STALLED, THEN ENTERED A 2 TURN SPIN TO THE LEFT. THE PLT RECOVERED IN A NOSE LOW, WINGS LEVEL ATTITUDE, BUT THE ACFT IMPACTED TREES & THE GROUND. NO PRE-IMPACT PART FAILURE OR MALFUCTION WAS FOUND. AN INVESTIGATION REVEALED THE PLT HAD STARTED WEARING SOFT CONTACT LENSES TO CORRECT HER VISION. NO CONTACT LENSES WERE FOUND IN THE WRECKAGE & NO LENSES WERE NOTED IN THE MEDICAL EXAMINERS INVESTIGATION. A PAIR OF EYE GLASSES WERE FOUND IN A BAG IN THE COCKPIT.

Brief of Accident (Continued)

File No. - 1765

5/05/84

LA MARQUE, TX

A/C Reg. No. N31DF

Time (Lcl) - 1500 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. STALL/SPIN - INITIATED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1785 5/16/84 CLARKSVILLE, TX A/C Reg. No. N215RL Time (Lc1) - 1642 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage

MINOR

Fire

NONE

Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	1	0	0

-----Aircraft Information-----

Make/Model - CANADAIIR CL-600
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 40400
No. of Seats - 13

Eng Make/Model - LYCOMING ALF-502L-2
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 7500 LBS THRUST

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- 120/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EAST ST. LOUIS, IL
Destination
DALLAS, TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - CL-600

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14000	Last 24 Hrs	- 1
Make/Model-	380	Last 30 Days-	UNK/NR
Instrument-	2600	Last 90 Days-	79
Multi-Eng	- 11500		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CRUISING AT FL350, N215RL ENCOUNTERED WAKE TURBULANCE FROM A DESCENDING "HEAVY" BOEING 767. THE RESULTANT UPSET CAUSED AN UNCONTROLLED LOSS OF 11,000 FT IN 10 TO 15 SECONDS BEFORE THE CREW WAS ABLE TO RECOVER. THE ACFT WAS NOT DAMAGED BUT AN UNRESTRAINED PAX WAS SERIOUSLY INJURED.

Brief of Accident (Continued)

File No. - 1785

5/16/84

CLARKSVILLE, TX

A/C Reg. No. N215RL

Time (Lc1) - 1642 CDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #3 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1784 5/17/84 PLAINVIEW, TX A/C Reg. No. N7393V Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - OTHER WORK USE	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3325	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HALE COUNTY
Wind Dir/Speed- 120/015 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5192
SE LAND, ME LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 2000
		Last 30 Days- UNK/NR
		Instrument- 122
		Last 90 Days- 79
		Multi-Eng - 978

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TLT LOSS OF POWER OCCURRED DURING THE INITIAL TAKEOFF CLIMB. THE LANDING GEAR COLLAPSED WHEN A FORCED LANDING WAS MADE IN AN OPEN FIELD. THE ACFT JUST CAME OUT OF AN ANNUAL INSPECTION. AFTER THE ACCIDENT A FUEL LEAK WAS FOUND WHERE THE MAIN INLET FUEL LINE CONNECTS TO THE FUEL INJECTOR DISTRIBUTOR BLOCK. IT IS NOT KNOWN HOW MUCH FUEL WAS LOST FROM THE LEAK. IT WAS ALSO DISCOVERED THAT THE FUEL SELECTOR WAS ON THE RIGHT TANK WHICH WAS FOUND EMPTY.

Brief of Accident (Continued)

File No. - 1784

5/17/84

PLAINVIEW, TX

A/C Reg. No. N7393V

Time (Lc1) - 1415 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM, LINE FITTING - LOOSE
4. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1774

5/27/84

AMARILLO, TX

A/C Reg. No. N3610R

Time (Lcl) - 0840 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

NONE
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7
Landing Gear - N/A
Max Gross Wt - 1660
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 225/025 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
AMARILLO, TX
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION
ROUGH

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 - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	108
Make/Model-	108
Instrument-	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PRE-FLT BRIEFING, THE WIND WAS REPORTED TO BE FROM 280 DEG AT 6 TO 12 KTS. AT LAUNCH TIME, THE PLT ESTIMATED THE WIND WAS BLOWING AT 7 KTS. HE TOOK OFF AT 0720 CDT WITHOUT DIFFICULTY & CLIMBED TO ABOUT 1000 FT AGL. APRX 1 HR AFTER TAKING OFF, THE PLT TRIED TO LAND, BUT REPORTED AN ENCOUNTER WITH TURBULENCE & WIND SHEAR INDICATING THE WIND HAD INCREASED. HE DECIDED TO FLY TO WHERE THE TERRAIN WAS "BROKEN" & HE COULD "EXPECT A BETTER WINDBREAK." AT ABOUT 10 FT AGL, HE "RIPPED OUT." THE BALLOON CONTACTED THE GROUND & DRAGGED APRX 100 YDS, CAME TO A BRIEF STOP, & BLEW ANOTHER 10 TO 15 FT. AT THAT POINT, ONE PASSENGER FELL OUT OF THE BASKET. THE BASKET WAS BLOWN OVER HER & BROKE HER ARM. ACCORDING TO THE PLT, HE HAD PROPERLY BRIEFED THE PASSENGERS ON THE APPROPRIATE PROCEDURES FOR THE PREVAILING WIND.

Brief of Accident (Continued)

File No. - 1774

5/27/84

AMARILLO, TX

A/C Reg. No. N3610R

Time (Lcl) - 0840 CDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - WINDSHEAR
4. WEATHER CONDITION - TURBULENCE
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. 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) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1771

5/27/84

WHITNEY, TX

A/C Reg. No. N95981

Time (Lcl) - 1810 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	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 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- 180/013 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ARLINGTON, TX
Destination
WHITNEY, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LAKE WHITNEY STATE PARK
Runway Ident - 35
Runway Lth/Wid - 2000/ 50
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 - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 516	Last 24 Hrs -	1
Make/Model-	46	Last 30 Days-	UNK/NR
Instrument-	49	Last 90 Days-	47
Multi-Eng -	19		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS UNABLE TO STOP THE ACFT AFTER LANDING ON A 2000 FT ASPHALT RWY. THE ACFT OVERRAN THE END OF THE RWY & HIT A DITCH. THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. THE WIND WAS REPORTED BLOWING FROM 210 DEG AT 20 GUSTING 25 KTS. ACCORDING TO THE PLT, THERE WAS NO "VISUAL WIND TEE" AVAILABLE AT THE ARPT.

Brief of Accident (Continued)

File No. - 1771

5/27/84

WHITNEY, TX

A/C Reg. No. N95981

Time (Lc1) - 1810 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - UNAVAILABLE
 3. WEATHER CONDITION - TAILWIND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL
6. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1775 5/28/84 PORT ARANSAS, TX A/C Reg. No. N27582 Time (Lcl) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	1	0
Flight Conducted Under	-14 CFR 91	0	0	1	0
Accident Occurred During	-LANDING				

Fire Crew Pass

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 550
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - 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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ARANSAS PASS, 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 - SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 37
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2963	Last 24 Hrs	- 3
Make/Model-	155	Last 30 Days-	UNK/NR
Instrument-	71	Last 90 Days-	23
Multi-Eng -	160	Rotorcraft -	2404

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

PLT STATED AN ENGINE MISS WAS EXPERIENCED. PLT ELECTED A PRECAUTIONARY LANDING ON THE BEACH DURING WHICH MAIN GEAR DUG INTO SAND AND ACFT NOSED OVER. DURING A HELICOPTER RECOVERY THE ACFT WAS JETTISONED FROM APRX 500 FT AGL. IMPACT DAMAGE RESULTING FROM THE RECOVERY EFFORT PRECLUDED DETERMINATION OF THE ENGINE PROBLEM.

Brief of Accident (Continued)

File No. - 1775

5/28/84

PORT ARANSAS, TX

A/C Reg. No. N27582

Time (Lc1) - 1545 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1755

5/31/84

ODESSA, TX

A/C Reg. No. N16461

Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/014 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
ODESSA, 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

BATES FIELD
Runway Ident - 16
Runway Lth/Wid - 5000/ 50
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF GROUND ROLL THE PLT NOTICED THE INOP AIRSPEED INDICATOR BUT CONTINUED THE TAKEOFF. THE ACFT BOUNCED DURING THE LONG FAST LANDING AND TRAVELED OFF THE RIGHT SIDE OF THE RWY. THE PLT CORRECTED BACK TO THE LEFT AND THE ACFT TOUCHDOWN HARD OFF THE LEFT SIDE OF THE AIRSTRIP COLLAPSING ALL THREE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1755

5/31/84

ODESSA, TX

A/C Reg. No. N16461

Time (Lcl) - 1645 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1758

6/09/84

FRIENDSWOOD, TX

A/C Reg. No. N44WR

Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2950
No. of Seats - 2

Eng Make/Model - CONTINENTAL W-670-6A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 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- 135/008 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
FRIENDSWOOD, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

POLLY RANCH
Runway Ident - 14
Runway Lth/Wid - 2400/ 24
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 29

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	294	Last 24 Hrs -	2
Make/Model-	13	Last 30 Days-	UNK/NR	
Instrument-	51	Last 90 Days-	294	
Multi-Eng -	10			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT LOST DIRECTIONAL CONTROL OF ACFT DURING LANDING ROLL. ACFT TRAVELED OFF THE SIDE OF THE 24 FOOT WIDE RWY WHERE IT CONTACTED A PARKED ACFT, A FENCE AND A DITCH BEFORE STOPPING.

Brief of Accident (Continued)

File No. - 1758

6/09/84

FRIENDSWOOD, TX

A/C Reg. No. N44WR

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - AIRCRAFT PARKED
4. OBJECT - FENCE

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) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1764 6/29/84 MT PLEASANT, TX A/C Reg. No. N455FG Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		1	0	0	0
Accident Occurred During	-DESCENT	NONE		0	0	0	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- GRIFFIN FG-1A	Eng Make/Model	- VOLKSWAGON TYPE 3 1835CC	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 60 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	MT. PLEASANT MUNICIPAL
Wind Dir/Speed	- 120/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 17
Lowest Sky/Clouds	-	Type of Clearance	- 3800/ 125
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 700
SE LAND	Months Since - 7	Make/Model	- 45
	Aircraft Type - W8	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 3
		Last 90 Days	- 45
		Rotorcraft	- 45

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE GYROCOPTER PLT TOOK OFF & TURNED ONTO A LEFT DOWNWIND TO STAY IN THE TRAFFIC PATTERN FOR RWY 17. ONE WITNESS STATED THAT THE GYROCOPTER TURNED ONTO FINAL APCH AT ABOUT 300 TO 400 FT AGL. TWO OTHER WITNESSES, WHO RESIDE APRX 1/4 MI NORTH OF THE ARPT, RELATED THAT THE GYROCOPTER FLEW LOW OVER THEIR PROPERTY AT ABOUT 150 FT WHILE TURNING ONTO FINAL. BOTH REPORTED THAT THE ENG WAS OPERATING & SOUNDED NORMAL. ONE INDIVIDUAL STATED THAT THE PLT WAVED AS HE PASSED OVER HIS BACKYARD. REPORTEDLY, THE GYROCOPTER FLEW LOW OVER POWER LINES, CLIMBED TO A MORE NORMAL ALTITUDE, THEN ENTERED A STEEP DESCENT & CRASHED. ONE WITNESS SAID IT STALLED. ANOTHER SAID IT FELL LIKE A ROCK. IMPACT OCCURRED ABOUT 200 FT SHORT OF THE RWY. NO PRE-IMPACT FAILURE OR MALFUNCTION WAS FOUND. LOCAL GYROCOPTER OPERATORS STATED THE PLT WAS TEACHING HIMSELF TO FLY DESPITE RECOMMENDATIONS TO OBTAIN INSTRUCTION.

Brief of Accident (Continued)

File No. - 1764

6/29/84

MT PLEASANT, TX

A/C Reg. No. N455FG

Time (Lcl) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER DECISION, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1782 8/16/84 PECOS, TX A/C Reg. No. N2731S Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL D-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 0</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 98</p> <p>Make/Model- 31</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 27</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE GOT LOST WHILE ON A X-COUNTRY FROM BIG SPRINGS, TX, TO VAN HORN, TX. THE PILOT MADE A LANDING AT A RANCH STRIP TO ASK DIRECTIONS. AFTER TOUCHDOWN, THE ACFT VEERED TO THE LEFT IN A CROSSWIND. ONE MAIN LANDING GEAR AND BOTH WINGS WERE DAMAGED. THE PILOT INDICATED THAT HE DID NOT SEE THE WIND INDICATOR ON THE FIELD BEFORE HE ATTEMPTED TO LANDING.

Brief of Accident (Continued)

File No. - 1782

8/16/84

PECOS, TX

A/C Reg. No. N2731S

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1763

9/09/84

QUINLAN, TX

A/C Reg. No. N46ER

Time (Lc1) - 0933 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
QUINLAN, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 180/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Runway Ident - 18
Runway Lth/Wid - N/A /00100
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 51

Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - CESSNA

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	334	Last 24 Hrs - UNK/NR
Make/Model-	8		Last 30 Days- UNK/NR
Instrument-	3		Last 90 Days- UNK/NR
Multi-Eng -	132		

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS REPORTED THAT WHEN THE PLT WAS LANDING, THE ACFT DESCENDED ON FINAL APCH, GOT TOO LOW & COLLIDED WITH ELECTRIC POWER LINES. THE ACFT THEN NOSED DOWN & IMPACTED THE GROUND IN A STEEP NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1763

9/09/84

QUINLAN, TX

A/C Reg. No. N46ER

Time (Lc1) - 0933 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. OBJECT - WIRE, TRANSMISSION
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1710 10/30/84 LANE CITY, TX A/C Reg. No. N1074G Time (Lcl) - 0945 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-EVERGREEN VENTURES INC.	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	1	0
Accident Occurred During	-CRUISE		Pass	0	1	1	0

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO	-N/A
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT			
No. of Seats	- 5	Rated Power	- 317 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	WHARTON, TX
Completeness	- N/A	Destination
Basic Weather	- VMC	MATAGORDA, GM
Wind Dir/Speed	- 070/005 KTS	ATC/Airspace
Visibility	- 7.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 2000 FT SCATTERED	- COMPANY (VFR)
Lowest Ceiling	- 6000 FT BROKEN	Type of Clearance
Obstructions to Vision	- HAZE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FORCED LANDING

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING CRUISE AT 600 FT AGL A BANG WAS HEARD & ACFT EXPERIENCED A VIBRATION. WHEN TURNING TOWARD A FLD TO LAND A SECOND BANG WAS HEARD & VIBRATION CEASED. HOWEVER, AN UNCOMMANDED RT YAW WAS EXPERIENCED & THE NOSE BEGAN TO TUCK UNDER. ACFT CONTACTED TERRAIN DESPITE REMEDIAL ACTION ATTEMPT BY PLT. INVESTIGATION REVEALED TAIL ROTOR ASS'Y SEPARATED FROM ACFT INFLT. LAB EXAM REVEALED GEAR BOX ATTACHMENT STUDS FAILED DUE TO LOW CYCLE FATIGUE. TAIL ROTOR BLADE, S/N TCT-7478, HAD APRX 60% OF PHENOLIC TIP BLOCK MISSING & 3 ALUMINUM RIVETS MISSING FROM TITANIUM SKIN. NO BONDING MATERIAL WAS VISIBLE ON INTERIOR BLADE SKIN. ACFT WAS OPERATED IN A SALT WATER ENVIR. ON 4/17/82, AD 82-17-04 WAS ISSUED REQ INSPECTION OF TAIL ROTOR ASS'Y SPECIFICALLY FOR TIP BLOCK SECURITY, VOID & RETENTION EVERY 7 DAYS. AD REVISED (AD 82-17-04, R1) REQ COMPLIANCE NOT TO EXCEED 25 HR INTERVALS. ON 9/3/84 REVISION 2 REQ INSPECTION REVERTING BACK TO 7 DAY INTERVAL. OPERATOR HAD NOT RECEIVED REVISION 2 & LAST INSPECTION PERFORMED ON 10/4/84 APRX 21 HRS PRIOR TO ACCIDENT.

Brief of Accident (Continued)

File No. - 1710

10/30/84

LANE CITY, TX

A/C Reg. No. N1074G

Time (Lcl) - 0945 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION
2. MAINTENANCE, COMPLIANCE WITH AD - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
3. IMPROPER USE OF PROCEDURE, INFORMATION UNAVAILABLE - COMPANY MAINTENANCE PSNL
4. ROTOR SYSTEM, TAIL ROTOR BLADE - CORRODED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1671 2/25/84 COALVILLE,UT A/C Reg. No. N16803 Time (Lcl) - 1000 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier -WIEBE GORTMAKER	DESTROYED		Fatal	Serious	Injuries
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	1	0	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	None
Accident Occurred During -LANDING					0

-----Aircraft Information-----

Make/Model - BELL 206B-III	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WANSHIP,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.250 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- SMOKE		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3674
SE LAND,ME LAND	Months Since - 4	Make/Model- 3152
HELICOPTER	Aircraft Type - 206B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- 114
		Last 90 Days- 114
		Rotorcraft - 3674

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS EQUIPPED WITH "BEAR PAWS". SNOWSHOE-LIKE DEVICES ON THE SKIDS TO DISTRIBUTE WEIGHT ON SOFT SURFACES. THE BEAR PAWS ON THIS ACFT ROTATED FREELY AROUND THE SKIDS, NOT TIGHTENED DOWN AS PER DESIGN SPEC. ALSO, BEAR PAWS ARE NOT APPROVED FOR AMERICAN ACFT BY THE FAA. THIS HELICOPTER LANDED ON WHAT THE PILOT THOUGHT WAS A FIRM LANDING SURFACE BUT WAS ACTUALLY 5 FT OF SNOW COVERED WITH A THIN CRUST OF ICE. A PASSENGER THAT THE PILOT HAD DEBOARDED EARLIER ABOUT 900 FT DOWN THE MOUNTAIN, STATED THAT HE SAW THE HELICOPTER ROLL OVER ON ITS RIGHT SIDE APRX 5 MINS AFTER HE LEFT THE AIRCRAFT. THIS INDIVIDUAL STATED THAT THE PILOT DID NOT SHUT DOWN THE HELICOPTER AFTER HE WAS LEFT OFF. DURING THE ROLLOVER, ONE BLADE OF THE ROTOR SLICED THROUGH THE COCKPIT IT DEPARTED THE ACFT.

Brief of Accident (Continued)

File No. - 1671

2/25/84

COALVILLE,UT

A/C Reg. No. N16803

Time (Lc1) - 1000 MST

Occurrence ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,SKID ASSEMBLY - LOOSE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. LANDING GEAR,SKID ASSEMBLY - IMPROPER
4. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
5. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
6. TERRAIN CONDITION - SNOW COVERED
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WEAK ICE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1610 6/09/84 BLANDING, UT A/C Reg. No. N2346J Time (Lcl) - 1610 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - BEECH 23	Eng Make/Model - LYCOMING O-320-D2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	BLANDING CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 75
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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3499
SE LAND,ME LAND	Months Since - 2	Make/Model- 5
	Aircraft Type - UNK/NR	Instrument- 135
		Multi-Eng - 35
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON REQUEST FROM HIS CFI THE STUDENT PILOT WAS PERFORMING A SIMULATED SOFT FLD TAKEOFF. THE STUDENT FAILED TO EXTEND THE FLAPS TO THE RECOMMENDED 15 DEGREES AND THE CFI ELECTED TO ALLOW THE TAKEOFF TO CONTINUE FLAPS UP FOR TRAINING PURPOSES. AS THE ACFT ACCELERATED THE STUDENT ABRUPTLY RAISED THE NOSE. THE ACFT BECAME AIRBORNE AND ROLLED RIGHT TO A HEADING ABOUT 45 DEGREES OFF THE RWY. CONTROL OF THE ACFT WAS TAKEN OVER BY THE CFI WHO FLEW THE ACFT NOSE HIGH THROUGH A FENCE AND INTO AN ADJACENT FIELD.

Brief of Accident (Continued)

File No. - 1610

6/09/84

BLANDING,UT

A/C Reg. No. N2346J

Time (Lcl) - 1610 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - DUAL STUDENT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - FENCE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1629 8/01/84 BOUNTIFUL,UT A/C Reg. No. N8280K Time (Lc1) - 0720 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - STINSON 108-1	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 - 2078	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 165 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	BOUNTIFUL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 34
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 56
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 56
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING AN UNEVENTFUL RUNUP THE PILOT TOOK OFF AND WAS CLIMBING THROUGH 400 FT AGL WHEN THE ENGINE BEGAN TO LOSE POWER. THE PILOT THEN TURNED ON THE CARBURETOR HEAT, BUT IT DID NOT ALLEVIATE THE ENGINE PROBLEM. HE THEN MADE AN EMERGENCY LANDING IN A FIELD, DAMAGING THE RIGHT WING AND RIGHT LANDING GEAR. A MECHANIC WHO EXAMINED THE ENGINE FOLLOWING THE ACCIDENT STATED THAT THE CARBURETOR WAS "FULL OF WATER." HE ALSO SAID THAT THE PILOT HAD FUELED THE AIRPLANE USING A GI-TYPE GASOLINE CAN.

Brief of Accident (Continued)

File No. - 1629

8/01/84

BOUNTIFUL,UT

A/C Reg. No. N8280K

Time (Lc1) - 0720 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - WATER
 2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1799 8/28/84 BLUFFDALE,UT A/C Reg. No. N4992M Time (Lcl) - 1920 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -HOVER						

-----Aircraft Information-----

Make/Model - ENSTROM 280C	Eng Make/Model - LYCOMING HIO-360-E1BD	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 205 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- 220/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - FORCED LANDING	Runway Status - N/A
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 - 1677
SE LAND,ME LAND	Months Since - 12	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 109
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS PRACTICING HOVERING OVER A 40 X 60 FOOT HELICOPTER PAD. PLT STATED, A GUST OF WIND CAUGHT THE HELICOPTER MOVING IT OFF THE PAD AND INTO NEARBY POWER LINES. THE TERRAIN AROUND THE PAD SLOPES DOWN. THE POWER LINES WERE LOCATED APRX 125 FT FROM THE PAD AND WERE 50 TO 75 FT AGL, BUT ONLY 15 FT HIGHER THAN THE PAD. AFTER CONTACTING THE POWER LINE THE HELICOPTER WAS LANDED IN UNEVEN TERRAIN AND ROLLED OVER. THE PLT DID NOT HAVE A ROTORCRAFT RATING ALTHOUGH A PASSENGER WAS ON BOARD.

Brief of Accident (Continued)

File No. - 1799

8/28/84

BLUFFDALE,UT

A/C Reg. No. N4992M

Time (Lcl) - 1920 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
-

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - DOWNHILL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1641

2/04/84

NEWPORT NEWS,VA

A/C Reg. No. N8437Z

Time (Lcl) - 2033 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious Minor

None

Type of Operation -POSITIONING

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 210

Eng Make/Model - CONTINENTAL IO-470

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 260 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - ACFT RADIO

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 350/007 KTS

Visibility - .750 SM

Lowest Sky/Clouds - 200 FT

Lowest Ceiling - 200 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

WASHINGTON,DC

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PATRICK HENRY

Runway Ident - 07

Runway Lth/Wid - 8003/ 15

Runway Surface - CONCRETE

Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

-----Personnel Information-----

Pilot-In-Command

Age - 39

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

ATP

Current - YES

Total - 2519

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - 5

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 182

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT HAD BEEN AIRBORNE FOR APRX 38 MINS WHEN THE PILOT BEGAN EXPERIENCING COMMUNICATION PROBLEMS. NINE MINUTES LATER THE PILOT REPORTED "INSTRUMENT PROBLEMS" AND BEGAN TO RECEIVE RADAR VECTORS TO A LANDING. 15 MINUTES LATER SHE DECLARED AN EMERGENCY AND SAID HER MAG COMPASS AND DIRECTIONAL GYRO HAD MALFUNCTIONED AND BEGAN RECEIVING NO GYRO RADAR VECTORS AT 1000 FEET MSL. AFTER RECEIVING THREE NO GYRO TURNS SHE WAS INSTRUCTED TO "STOP TURN." TWENTY FIVE SECONDS LATER SHE SAID "I'M, I'M STARTING TO SPIN." NO FURTHER TRANSMISSIONS WERE RECEIVED. THE AIRCRAFT IMPACTED APRX 3 MILES WEST OF THE INTENDED LANDING AIRPORT. AN EXAMINATION OF THE ATTITUDE INDICATOR, THE DIRECTIONAL GYRO, BOTH VACUUM PUMPS AND RELATED COMPONENTS INDICATED THAT THEY WERE FUNCTIONING UPON IMPACT. THE ACCURACY OF THE INSTRUMENT INDICATIONS COULD NOT BE DETERMINED HOWEVER, DUE TO IMPACT DAMAGE. AIRCRAFT LOGS REVEALED NO PREVIOUS INSTRUMENT SYSTEM WRITE-UPS.

Brief of Accident (Continued)

File No. - 1641

2/04/84

NEWPORT NEWS,VA

A/C Reg. No. N8437Z

Time (Lcl) - 2033 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. VACUUM SYSTEM - UNDETERMINED
2. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - INOPERATIVE
3. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - CLOUDS
6. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1621

5/06/84

PAINTER,VA

A/C Reg. No. N11JJ

Time (Lcl) - 2130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

-----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-K
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- 060/015 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
NAPLES,FL
Destination
WOODBIDGE,NJ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 202
Make/Model- UNK/NR
Instrument- 11
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ENCOUNTERING LOW CEILINGS, THE PLT ATTEMPTED A PRECAUTIONARY LDG. UPON REALIZING LIGHTS FROM THE GROUND WERE ON A HOUSE, A GO-AROUND WAS INITIATED WITH A CLIMBING LEFT TURN. THE ACFT THEN FLEW INTO TREES ONE FOURTH TO ONE HALF MILE FROM THE HOUSE.

Brief of Accident (Continued)

File No. - 1621

5/06/84

PAINTER,VA

A/C Reg. No. N110J

Time (Lc1) - 2130 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. GO-AROUND - INITIATED - PILOT IN COMMAND
8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1646 6/06/84 WARREN,VT

A/C Reg. No. N5737G

Time (Lc1) - 1455 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 -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
WARREN,VT
Destination
POCONA,PA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 220/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 23000
Make/Model- 127
Instrument- 2000
Multi-Eng - 20000
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 95

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE CROSSING A MOUNTAIN RIDGE A MOUNTAIN WAVE WAS ENCOUNTERED WHICH RESULTED IN A 1000 FPM SINK RATE. THE PLT STATED THIS SINK RATE INCREASED WHEN A TURN WAS MADE TO PARALLEL THE RIDGE. THE ACFT SETTLED INTO TREES.

Brief of Accident (Continued)

File No. - 1646

6/06/84

WARREN,VT

A/C Reg. No. N5737G

Time (Lc1) - 1455 EDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - MOUNTAIN WAVE
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1723 6/07/84 SO. BURLINGTON,VT A/C Reg. No. N6485V Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - HELIO 295	Eng Make/Model - LYCOMING G0-480	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 - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BURLINGTON,VT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BURLINGTON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7807/ 150
Lowest Sky/Clouds - CLEAR	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 - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND	Months Since - 7	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 1500
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN GEAR COLLAPSED DURING LANDING ROLL-OUT. THE PLT/OWNER HAD BEEN PRACTICING TOUCH AND GO LANDINGS.

Brief of Accident (Continued)

File No. - 1723

6/07/84

SD. BURLINGTON,VT

A/C Reg. No. N6485V

Time (Lcl) - 1730 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
 2. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
-

-----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. - 1631 7/02/84 MT. ST. HELENS, WA A/C Reg. No. N58397 Time (Lcl) - 1445 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXIAFT		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING HIO-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2050	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 190 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 - 55.0 SM</p> <p>Lowest Sky/Clouds - THIN BKN</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>SCAPPOOSE, OR</p> <p>Destination</p> <p>MT ST HELENS, 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</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>NONE</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 653
SE LAND	Months Since - 4	Make/Model- 282
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 101
		Rotorcraft - 449

Instrument Rating(s) - NONE

-----Narrative-----

THIS ACCIDENT OCCURRED AT THE 5500 FT LEVEL ON MT. ST. HELENS. DENSITY ALT AT THE TIME WAS 7500 FT. AT APRX 40-50 FT AGL ENGINE AND ROTOR RPM BEGAN TO DECAY RAPIDLY. THE ACFT LANDED HARD ON A ROCK LEDGE WITH ONE SKID PARTIALLY OFF THE LEDGE. AS ROTOR RPM CONTINUED TO DECAY THE ROTOR DISC COULD NO LONGER SUPPORT THE HELICOPTER AND IT ROLLED 100 FT DOWN THE MOUNTAIN SUSTAINING SUBSTANTIAL DAMAGE. MAINTENANCE INVESTIGATION REVEALED THAT ALL SPARK PLUGS WERE SEVERLY WORN. WHEN TESTED, FOUR OUT OF EIGHT PLUGS FIRED INTERMITTENTLY. THE LEFT MAGNETO ALSO HAD BURNED POINTS.

Brief of Accident (Continued)

File No. - 1631

7/02/84

MT. ST. HELENS,WA

A/C Reg. No. N58397

Time (Lc1) - 1445 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IGNITION SYSTEM,SPARK PLUG - WORN
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. IGNITION SYSTEM,MAGNETO - OUTPUT LOW
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
 5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
 7. PROPER TOUCHDOWN POINT - NOT POSSIBLE - PILOT IN COMMAND
 8. TERRAIN CONDITION - DOWNHILL
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1614 7/06/84 GORST,WA A/C Reg. No. N57396 Time (Lc1) - 1355 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/002 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT</p> <p>Lowest Ceiling - 3500 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;">SEATTLE,WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">KITSAP COUNTY</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 6208/ 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;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND,SE SEA</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - 7GCBC</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 330</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 243</td> <td>Last 30 Days- 3</td> </tr> <tr> <td>Instrument- 43</td> <td>Last 90 Days- 4</td> </tr> </table>	Total - 330	Last 24 Hrs - 1	Make/Model- 243	Last 30 Days- 3	Instrument- 43	Last 90 Days- 4
Total - 330	Last 24 Hrs - 1							
Make/Model- 243	Last 30 Days- 3							
Instrument- 43	Last 90 Days- 4							

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES THE ACFT DEPARTED RWY 19 & INITIATED A CLIMBING LEFT TURN. THE ACFT WAS THEN OBSERVED TO INCREASE ANGLE OF BANK TO THE LEFT AND CLIMB RATE. AT ABOUT 50 TO 75 FT, THE ACFT ENTERED A STEEP UNCONTROLLED DESCENT & COLLIDE WITH THE GROUND. AN EXAM OF THE WRECKAGE REVEALED THAT 5 OF 8 SPARK PLUGS WERE WORN & THE STALL WARNING LIGHT/HORN FUSE WAS MISSING.

Brief of Accident (Continued)

File No. - 1614

7/06/84

GORST,WA

A/C Reg. No. N57396

Time (Lc1) - 1355 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
2. ELECTRICAL SYSTEM,FUSE - LACK OF
3. WARNING SYSTEM(OTHER) - INOPERATIVE
4. IGNITION SYSTEM,SPARK PLUG - WORN
5. PULL-UP - EXCESSIVE - PILOT IN COMMAND
6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1718 7/12/84 EPHRATA,WA A/C Reg. No. N17KS Time (Lcl) - 1450 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
MINOR

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	1	0	0	0

-----Aircraft Information-----

Make/Model - SCHEMP-HIRTH VENTUS A
Landing Gear - SKI/WHEEL
Max Gross Wt - 948
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 210/015 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EPHRATA,WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 61

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- 112

Instrument- 0

Multi-eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

A "GAGGLE" OF ABOUT 7 GLIDERS WERE MANEUVERING IN A THERMAL WHEN N919R TRIED TO JOIN THE GROUP. THEIR AIRSPEED WAS ABOUT 55 KTS AND HIS WAS ESTIMATED AT ABOUT 80 KTS. N919R COLLIDED WITH N17KS AND ENTERED AN INVERTED SPIN FROM WHICH IT DID NOT RECOVER. N17KS MADE A SUCCESSFUL LANDING WITHOUT FURTHER INCIDENT AT THE ARPT OF DEPARTURE.

Brief of Accident (Continued)

File No. - 1718

7/12/84

EPHRATA,WA

A/C Reg. No. N17KS

Time (Lc1) - 1450 PDT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. IMPROPER USE OF PROCEDURE,TOTAL - PILOT OF OTHER AIRCRAFT
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1718 7/12/84 EPHRATA,WA A/C Reg. No. N919R Time (Lcl) - 1450 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW 20 B
Landing Gear - SKI/WHEEL
Max Gross Wt - 1158
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 210/015 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EPHRATA,WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

GLIDER

Age - 47

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- 0

Multi-eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A "GAGGLE" OF ABOUT 7 GLIDERS WERE MANEUVERING IN A CLIMB WHEN N919R CLIMBED INTO THE GROUP. THE PLT OF N17KS SAID HE SAW N919R CLOSING AND INCREASED HIS ANGLE OF BANK TO ABOUT 100 DEGREES TO TRY AND AVOID A COLLISION. THE LEADING EDGE OF THE LEFT WING OF N919R CONTACTED THE TRAILING EDGE OF N17KS RIGHT WING. N17KS WENT INTO A VERTICAL DIVE BUT RECOVERED AND LANDED AT THE AIRPORT ABOUT 3 MILES AWAY. N919R WENT INTO AN INVERTED SPIN AND CRASHED STILL INVERTED. NO PARACHUTE WAS OBSERVED TO DEPLOY.

Brief of Accident (Continued)

File No. - 1718

7/12/84

EPHRATA,WA

A/C Reg. No. N919R

Time (Lc1) - 1450 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. STALL

----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. - 1650 7/27/84 PASCO,WA A/C Reg. No. N70296 Time (Lcl) - 1610 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	0	0	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0
Accident Occurred During -MANEUVERING				

-----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	OFF AIRPORT/STRIP
Method - N/A	PASCO,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PASCO,WA	
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2820
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1600
		Instrument- 76
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Multi-Eng - 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LOADED WITH 1500 LBS OF DRY CHEMICAL (FERTILIZER). THE AIR TEMP AT THE TIME OF THE ACCIDENT WAS 95 DEG F, RESULTING IN A HIGH DENSITY ALT. RISING TERRAIN EXISTED AT THE POINT WHERE THE PLT ATTEMPTED A TURNAROUND. IN AN ATTEMPT TO TURN AWAY FROM THIS RISING TERRAIN, THE RIGHT MAIN LANDING GEAR STRUCK THE GROUND FOLLOWED BY RIGHT WING CONTACT. THE ACFT CAME TO REST UPRIGHT. THE PLT STATED THAT HE DECREASED ANGLE OF BANK AND CLIMB, ADDED FULL PWR AND BEGAN DUMPING HIS CHEMICAL LOAD, BUT GROUND CONTACT COULD NOT BE AVOIDED DURING THE TURN.

Brief of Accident (Continued)

File No. - 1650

7/27/84

PASCO,WA

A/C Reg. No. N70296

Time (Lc1) - 1610 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - RISING
-

-----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. - 1664

7/31/84

PALOUSE, WA

A/C Reg. No. N731YZ

Time (Lcl) - 1020 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4000
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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 - STOP AND GO

Airport Proximity
ON AIRSTRIP

Airport Data

NONE
Runway Ident - UNK/NR
Runway Lth/Wid - 1600 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5000	Last 24 Hrs -	6
Make/Model-	2500	Last 30 Days-	UNK/NR
Instrument-	41	Last 90 Days-	350
Multi-Eng -	150		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC STATED HE LANDED IN SOFT DIRT SHORT OF THE 1600 FT AG STRIP. THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1664

7/31/84

PALOUSE, WA

A/C Reg. No. N731YZ

Time (Lc1) - 1020 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1693

8/02/84

MORTON,WA

A/C Reg. No. N8394L

Time (Lcl) - 1845 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 - CESSNA 172I
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
MORTON,WA
Destination
MORTON,WA

Airport Proximity
OFF AIRPORT/STRIP

Wind Dir/Speed- 310/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Data

STROM FIELD
Runway Ident - 25
Runway Lth/Wid - 2000/ 45
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 131	Last 24 Hrs - 0
Make/Model- 116	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF AT ALT OF 3 TO 5 FT AGL THE DECISION WAS MADE TO ABORT THE TAKEOFF. PLT STATED WHEN THROTTLE WAS RETARDED LIFT IMPROVED SO FULL PWR WAS APPLIED. AT 15 FT AGL PLT REALIZED TREES AT END OF RWY COULD NOT BE CLEARED SO PLT ATTEMPTED ANOTHER ABORTED TAKEOFF. ACFT COLLIDED WITH TREES 50 FT FROM THE END OF THE RWY WHILE AIRBORNE.

Brief of Accident (Continued)

File No. - 1693

8/02/84

MORTON,WA

A/C Reg. No. N8394L

Time (Lc1) - 1845 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 3. ABORTED TAKEOFF - INITIATED - 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. - 1687 8/09/84 LANGLEY, WA A/C Reg. No. N2420B Time (Lc1) - 1315 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BFR	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- TEMCO GC-1B	Eng Make/Model	- CONTINENTAL	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1710	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 125 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">LANGLEY, WA</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WHIDBEY</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 2620/ 80</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 65</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 24</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 11869</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- 1139</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 400</td> <td>Last 90 Days</td> <td>- 21</td> </tr> <tr> <td>Multi-Eng</td> <td>- 5934</td> <td colspan="2"></td> </tr> </table>	Total	- 11869	Last 24 Hrs	- 1	Make/Model	- 1139	Last 30 Days	- UNK/NR	Instrument	- 400	Last 90 Days	- 21	Multi-Eng	- 5934		
Total	- 11869	Last 24 Hrs	- 1															
Make/Model	- 1139	Last 30 Days	- UNK/NR															
Instrument	- 400	Last 90 Days	- 21															
Multi-Eng	- 5934																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP WAS ATTEMPTING A SHORT FIELD THREE POINT TAKEOFF DURING WHICH TREES NEEDED TO BE CLEARED. WHEN REALIZING SUFFICIENT ALT HAD NOT BEEN OBTAINED TO CLEAR THE TREES, THE CFI TOOK OVER THE CONTROLS AND APPLIED BACK PRESSURE IN AN ATTEMPT TO CLIMB. THE ACFT STALLED AND COLLIDED WITH THE TREES. THE ATP STATED AFTER THE ACCIDENT THAT THE CARBURETOR HEAT WAS INADVERTANTLY LEFT ON FROM A PREVIOUS LANDING.

Brief of Accident (Continued)

File No. - 1687

8/09/84

LANGLEY, WA

A/C Reg. No. N2420B

Time (Lc1) - 1315 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT RECEIVED - PILOT IN COMMAND
 4. PULL-UP - EXCESSIVE - PILOT IN COMMAND(CFI)
 5. STALL - INADVERTENT - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1795 8/18/84 WHIDBEY ISLAND, WA A/C Reg. No. NCGIPZ Time (Lcl) - 1815 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- DONALD E. BRADSHAW STARDUSTER	Teng Make/Model	- UNKNOWN	UNKNOWN	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1		Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- UNK/NR			

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	POINT MEDOWS, BC, CD	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	UNK/NR	UNKNOWN
Wind Dir/Speed	- 270/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
FOREIGN	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THE ACFT WAS ENGAGED IN AEROBATICS BEFORE IT CONTACTED THE WATER AND WAS DESTROYED.

Brief of Accident (Continued)

File No. - 1795

8/18/84

WHIDBEY ISLAND,WA

A/C Reg. No. NCGIPZ

Time (Lcl) - 1815 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. TERRAIN CONDITION - WATER, GLASSY
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1683 10/03/84 SO.CHARLESTON,WV A/C Reg. No. N10931 Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-DESCENT		Pass 0	0	0	0

-----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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 210/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 8000 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 SO.CHARLESTON,WV</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data MALLONY</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 5823</td> <td>Last 24 Hrs</td> <td>- 5</td> </tr> <tr> <td>Make/Model</td> <td>- 222</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 480</td> <td>Last 90 Days</td> <td>- 10</td> </tr> <tr> <td>Multi-Eng</td> <td>- 2815</td> <td></td> <td></td> </tr> </table>	Total	- 5823	Last 24 Hrs	- 5	Make/Model	- 222	Last 30 Days	- UNK/NR	Instrument	- 480	Last 90 Days	- 10	Multi-Eng	- 2815		
Total	- 5823	Last 24 Hrs	- 5															
Make/Model	- 222	Last 30 Days	- UNK/NR															
Instrument	- 480	Last 90 Days	- 10															
Multi-Eng	- 2815																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF WHILE ON THE BASE LEG AT 900 FT AGL, THE ENGINE QUIT. PLT STATED ATTEMPTS TO RESTART THE ENGINE FAILED. DURING THE FORCED LANDING APCH THE ACFT COLLIDED WITH TREES AND A HIGH TENSION WIRE. THE ACFT SPUN AROUND 180 DEG AND CAME TO REST ON A LUMBER PILE IN A RESIDENTIAL YARD. THE PLT STATED FUEL WAS DRAINED FROM THE FUEL TANK SUMPS BEFORE TAKEOFF. EXAMINATION OF THE ENGINE REVEALED THE FUEL STRAINER WAS 1/2 FULL OF WATER.

Brief of Accident (Continued)

File No. - 1683

10/03/84

SO.CHARLESTON,WV

A/C Reg. No. N10931

Time (Lc1) - 1715 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - CONTAMINATION
 3. FLUID,FUEL - WATER
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
 5. OBJECT - WIRE,TRANSMISSION
-

----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. - 1735 3/13/84 STORY, WY A/C Reg. No. N8655 Time (Lcl) - 0813 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-HAWKINS & POWERS AVIATION	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	0	0
Accident Occurred During	-LANDING			0	2	1	2

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA-316B	Eng Make/Model	- TURBOMECA ARTOUSTE IIIB	ELT Installed/Activated	- YES/YES
Landing Gear	- SKI/WHEEL	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4850	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 562 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SHERIDAN, WY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	STORY, WY	
Wind Dir/Speed - 080/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8837
SE LAND, ME LAND	Months Since - 1	Make/Model - UNK/NR
HELICOPTER	Aircraft Type - SA-316B	Instrument - 168
		Multi-Eng - 92
		Last 24 Hrs - 2
		Last 30 Days - 20
		Last 90 Days - 64
		Rotorcraft - 7411

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE DAY PRIOR TO THE ACCIDENT, THE PLT NOTED THAT THE FUEL GAGE INDICATED 30 TO 35 GAL REMAINING. HE ADDED 40 GAL & MADE A FLT OF ABOUT 15 MIN. ON THE NEXT DAY, HE NOTED THAT THE GAGE INDICATED ABOUT 40 GAL OF FUEL REMAINING. THE REPORTED FUEL CONSUMPTION WAS APRX 1 GAL/MIN. HE TOOK OFF WITHOUT REFUELING; HOWEVER, ABOUT 18 MIN LATER, THE LOW FUEL WARNING LIGHT CAME ON, & SHORTLY THEREAFTER, THE ENG FLAMED OUT FROM FUEL EXHAUSTION. THE PLT MADE AN AUTOROTATION, BUT THE HELICOPTER WAS DAMAGED DURING THE LANDING ON SNOW COVERED, MOUNTAINOUS TERRAIN. AN EXAM OF THE FLOAT TYPE FUEL QUANTITY GAGE REVEALED THAT IT WAS CORRODED. DUE TO THE CORROSION, THE FLOAT WOULD NOT FREELY MOVE UP & DOWN IN ITS HOUSING. THE LOW FUEL WARNING LIGHT WAS ELECTRICALLY CONNECTED TO THE FUEL QUANTITY TRANSMITTER & SHOULD HAVE ILLUMINATED WHEN THE FUEL LEVEL DROPPED TO 60 LITRES (15.85 U.S. GAL). THE CRASH SITE WAS LOCATED ON WOODED TERRAIN AT AN ELEVATION OF 6480 FT.

Brief of Accident (Continued)

File No. - 1735

3/13/84

STORY,WY

A/C Reg. No. N8655

Time (Lc1) - 0813 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - CORRODED
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
4. ANNUNCIATOR PANEL LIGHTS - FALSE INDICATION
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. AUTOROTATION - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. WEATHER CONDITION - HIGH DENSITY ALTITUDE
10. OBJECT - TREE(S)
11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,7,8,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1672 3/26/84 ALPINE,WY A/C Reg. No. N2228W Time (Lcl) - 1105 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	Crew 0	0	1	0
Flight Conducted Under	-14 CFR 91	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF				

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/003 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
ALPINE,WY
Destination
IDAHO FALLS,ID

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 42
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3261
Make/Model- 1235
Instrument- 432
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 27
Rotorcraft - 3159

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED ON TAKEOFF AT AN ALT OF 10 FT AGL A LOSS OF POWER OCCURRED. DURING THE FORCED LANDING THE LEFT SKID CONTACTED EITHER THE PAD OR AN OBJECT ON THE PAD AND THE ACFT ROLLED OVER TO THE LEFT. THE PLT STATED THAT WHITE OUT CONDITION OCCURRED DURING THE ATTEMPTED TAKEOFF AND FORCED LANDING FROM PICKING UP SNOW WITH THE ROTOR WASH. THE ACFT ENGINE AND FUEL SYSTEM WERE INSPECTED AFTER THE ACCIDENT AND NO DISCREPANCIES WERE FOUND. PRIOR TO TAKEOFF THE ACFT WAS HOOKED UP TO A BATTERY BOX WITH A 25 FT EXTENSION CORD TO OPERATE A BATTERY BLANKET AND TWO ACFT HEATERS. A SECTION OF THE EXTENSION CORD WAS FOUND NEAR THE WRECKAGE AND WAS APRX 85 FT FROM ANOTHER SECTION WHICH WAS STILL ATTACHED TO THE BATTERY BOX. EXAMINATION OF THE CORD REVEALED IT WAS TORN IN HALF BY A PULLING ACTION.

Brief of Accident (Continued)

File No. - 1672

3/26/84

ALPINE,WY

A/C Reg. No. N2228W

Time (Lc1) - 1105 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1745 7/20/84 GLENDOWY A/C Reg. No. N8168Q Time (Lcl) - 1100 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	1	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER 28RT-201T	Eng Make/Model - CONTINENTAL TS10-360-FB1	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JACKSON,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SIOUX FALLS,SD	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 338
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 260
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING IN A WOODED AREA AFTER THE ENGINE FAILED. THE PLT SAID THAT HE WAS CRUISING AT 7500 FT MSL WHEN WITHOUT WARNING THE ENGINE BEGAN MAKING NOISES AND THEN LOST OIL PRESSURE. AFTER THE LANDING THE ENGINE WAS EXAMINED AT THE DUFF ACFT CO. IN DENVER, CO. IT WAS FOUND THAT THE CRANKSHAFT HAD FAILED. DURING LABORATORY FAILURE ANALYSIS THESE CONCLUSIONS WERE DRAWN: FAILURE FROM FATIGUE AT LOW STRESS LEVELS & FATIGUE ORIGINATED ON THE WALLS OF THE LUBRICATION HOLE WHERE COARSE MACHINE MARKS WERE PRESENT.

Brief of Accident (Continued)

File No. - 1745

7/20/84

GLEND0,WY

A/C Reg. No. N8168Q

Time (Lc1) - 1100 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
 2. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
 3. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1639 8/19/84 CHEYENNE,WY A/C Reg. No. N43DR Time (Lcl) - 1155 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-38	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 - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHEYENNE MUNICIPAL
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 81
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING AN UNEVENTFUL SOLO FLIGHT THE STUDENT PLT BEGAN TO FOLLOW A PARKING VEHICLE TO A PARKING SPOT. THE SPOT THAT THE PARKING VEHICLE DRIVER SELECTED NECESSITATED THAT THE ACFT EXECUTE A 180 DEG TURN JUST PRIOR TO STOPPING. DURING THIS TURN THE RIGHT WING OF THE ACFT STRUCK A CONSTRUCTION FENCE POST ADJACENT TO THE PARKING SPOT EVEN THOUGH THE PLT STATED THAT HE WAS EXACTLY CENTERED ON THE YELLOW TAXIWAY STRIPE. DURING THE ACCIDENT THE LINEMAN MADE NO INDICATION THAT THE WINGTIP WAS GETTING CLOSE TO THE FENCE. ACCORDING TO MEASUREMENTS TAKEN AFTER THE ACCIDENT, IF THE NOSEWHEEL TRACKED EXACTLY ON THE YELLOW CENTERLINE THE RIGHT WINGTIP WOULD HAVE CLEARED THE FENCE POST BY 6 INCHES. ANOTHER LINEMAN NOT INVOLVED IN THIS MISHAP STATED THAT "HE WAS WONDERING WHEN SOMETHING LIKE THIS WAS GOING TO HAPPEN BECAUSE THERE WAS NOT ENOUGH CLEARANCE FROM THE FENCE TO THE TAXIWAY STRIP FOR AN AIRCRAFT TO GET BY." HE MADE THIS STATEMENT AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1639

8/19/84

CHEYENNE,WY

A/C Reg. No. N43DR

Time (Lc1) - 1155 MDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - FENCE
2. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. AIRPORT FACILITIES,RAMP FACILITIES - CONGESTED
5. AIRPORT OPERATIONS - IMPROPER - AIRPORT PERSONNEL
6. IMPROPER USE OF FACILITY,COMPLACENCY - AIRPORT PERSONNEL
7. FACILITY INADEQUATE - AIRPORT PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 2,3

EMBRY-RIDDLE AEROL. DAYTONA BEACH



3 1745 00065 7182

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