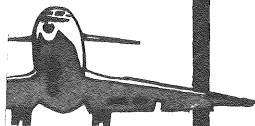


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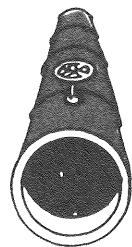
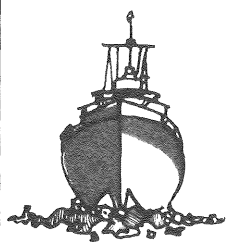
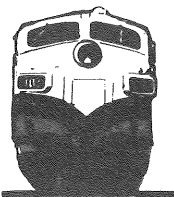


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

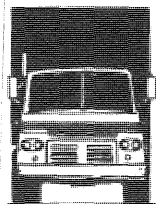
**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 10 OF 1984 ACCIDENTS**



NTSB/AAB-86/06



UNITED STATES GOVERNMENT



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TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/06	2. Government Accession No. PB86-916906	3. Recipient's Catalog No.	
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		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p>File Numbers: 1801 through 2000</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 their own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 10

CALENDAR YEAR 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1801	9707T	082884	BEATRICE, NE	PIPER	PA-38-112	NONE	248
1802	90667	092984	SAN DIEGO, CA	PIPER	PA-60	NONE	84
1803	8978E	072584	AUGUSTA, GA	DOUGLAS	DC-9-31	SERIOUS	132
1804	4498V	100484	NASHVILLE, AR	BEECH	35	NONE	40
1805	8257N	091684	SOUTH FORK, PA	PIPER	PA-28-140	SERIOUS	324
1806	53J	091084	GAITHERSBURG, MD	JETT	SHOESTRING	FATAL	190
1807	6349Z	080184	LENNOX, NY	PIPER	PA-25-150	SERIOUS	290
1808	1072G	072984	TUCKERTON, NJ	BELL	206L-1	NONE	262
1809	213DL	052084	COATSVILLE, PA	CESSNA	337	FATAL	314
1810	3622E	082584	ELMIRA, NY	SCHWEIZER	SGS 1-36	FATAL	294
1811	9510R	012084	FLAGSTAFF, AZ	BEECH	K35	NONE	46
1812	82989	061784	HOGDENVILLE, KY	AERONCA	7AC	SERIOUS	170
1813	81962	040584	SCOTTSDALE, AZ	DEHAVILLAND	DH 114	NONE	48
1814	31SR	022684	REDDING, CA	CESSNA	182P	MINOR	60
1815	8242S	021684	FOLSOM LAKE, CA	CESSNA	150F	MINOR	58
1816	1050G	010284	BOWIE, AZ	YAPLE, ROBER	VARI-EZE	FATAL	44
1817	8517L	093084	PRAIRIE CITY, IA	RAVEN	S55A	SERIOUS	146
1818	5685K	072784	BEDIAS, TX	BEECH	S35	FATAL	350
1819	44307	082284	PECAN ISLAND, LA	PIPER	PA28-151	MINOR	176
1820	2356M	082284	PLAIN DEALING, LA	AIRTRACTOR I	AT301	FATAL	174
1821	24865	091484	LAPORTE, TX	CESSNA	152	NONE	352
1822	4858G	091684	KATY, TX	CESSNA	172N	NONE	354
1823	105BA	091884	ROCKWALL, TX	PITTS	S-T1	NONE	356
1824	54984	092084	LANCASTER, TX	CESSNA	172P	NONE	358
1826	27350	072184	GORMAN, CA	AERONCA	60-TF	NONE	76

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1827	6265X	072284	ZOLFO SPRINGS, FL	BEECH	A36	FATAL	112
1828	6629L	030584	CUMBERLAND, MD	PIPER	PA-31	FATAL	182
1829	5531H	072284	SALIDA, CA	CESSNA	152	NONE	78
1831	6129S	081384	HARWICH, MA	AIR & SPACE	GYROPLANE	NONE	180
1832	25377	060884	DAMASCUS, MD	CESSNA	152	NONE	186
1833	700D	051284	ROCKLAND, ME	PIPER	PA-31S 2	SERIOUS	194
1834	5291G	082484	EAST MORICHES, NY	CESSNA	305A	NONE	292
1835	38217	041484	MECHANIC FALLS, ME	EVANS	VP-2	NONE	192
1836	2987V	082584	PARK HALL, MD	BEECH	35	MINOR	188
1837	7846Q	080584	ALBUQUERQUE, NM	CESSNA	414	NONE	268
1838	5634J	080784	JAMESTOWN, ND	CESSNA	188A	NONE	238
1839	6431Z	081384	NEW ROCKFORD, ND	PIPER	PA-25-150	NONE	240
1840	96168	082284	KINDRED, ND	HILLER	UH-12C	NONE	242
1841	7681	082484	POPLAR, MT	CESSNA	170B	MINOR	228
1842	3040Z	070484	BARGAINTOWN, NJ	PIPER	PA-22-160	MINOR	256
1843	222LT	070984	SANTA ANA, CA	HELIO	H-295	NONE	74
1844	9077G	070584	ELLINGTON, CT	ROBINSIN	R22	NONE	106
1845	8888N	062584	EGG HARBOR TOWN, NJ	CITABRIA	7KCAB	NONE	252
1846	24187	022884	WHEELING, IL	BEECHCRAFT	A36	FATAL	154
1847	90191	051384	PALMER, AK	BELL	206B	NONE	4
1848	5645D	102784	HOMER, AK	MAULE	M-6	NONE	22
1849	1299F	070484	TALKEETNA, AK	CESSNA	A185F	NONE	12
1850	2537M	071784	CANTWELL, AK	PIPER	PA-12	FATAL	16
1851	1795K	070484	SELDOVIA, AK	LUSCOMBE	8E	NONE	14
1852	2372D	060484	MCGRATH, AK	CESSNA	170B	NONE	6

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1853	235AK	051084	ANCHORAGE, AK	MAULE	M-6-235	NONE	2
1854	4198G	092184	DEMING, NM	WINDECKER	EAGEL AC7	NONE	272
1855	5353V	081884	WATSONVILLE, CA	HILLER	UH-12E	NONE	80
1856	4498V	052684	NASHVILLE, AR	BEECH	BE35	NONE	24
1857	7928	071384	OSCEOLA, AR	GRUMMAN	G-164A	NONE	32
1858	9380F	082584	GOLETA, CA	HUGHES	269B	NONE	82
1859	2730S	072184	TROY, KS	CESSNA	150	MINOR	164
1860	57321	080484	MOUNT VERNON, MO	PIPER	PA-28-140	MINOR	204
1861	67908	082084	CARLISLE, AR	BEECH	A36	NONE	36
1862	1629P	091384	VILONIA, AR	PIPER	PA-22-150	NONE	38
1863	8886L	100684	HOUSE SPRINGS, MO	GRUMMAN	AA1B	MINOR	206
1864	5274P	110284	AURORA, MO	PIPER	PA-24-250	NONE	208
1865	1436H	063084	ESTER, AK	AERONCA	15AC	SERIOUS	10
1866	8941N	062684	EKUK, AK	PIPER	PA-32-300	SERIOUS	8
1867	70018	102084	SHULIN LAKE, AK	CESSNA	A185E	NONE	20
1868	9398H	061984	CRANBURY, NJ	BELL	47J	NONE	250
1869	4166Y	052084	WAIPAHU, OAHU, HI	BELLANCA	7GCAA	SERIOUS	138
1870	2314P	041084	LAKE MATHEWS, CA	PIPER	PA-38-112	MINOR	62
1871	1537D	062384	GENEVA, IL	BALLOON WORK	FIREFLY 7	SERIOUS	158
1872	8973L	052084	MILLSTADT, IL	GRUMMAN	AA-1B	MINOR	156
1873	64676	051884	SARDINIA, OH	CESSNA	150	SERIOUS	298
1875	3310J	080784	PELHAM, GA	CESSNA	T188C	MINOR	134
1876	2067M	082384	OCOE, FL	BELL	206B	MINOR	126
1877	46271	082284	ORLANDO, FL	CESSNA	152	NONE	122
1877	711RS	082284	ORLANDO, FL	BOEING	A75N1	NONE	124

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1878	32538	063084	NICEVILLE, FL	PIPER	PA-32-300	SERIOUS	110
1879	43SP	072184	TAU,MANUA ISL. OF	DEHAVILLAND	DHC-6-300	FATAL	296
1880	1920Y	052884	HALF MOON BAY, CA	MOONEY	M20D	FATAL	68
1880	5157B	052884	HALF MOON BAY, CA	CESSNA	152	FATAL	70
1881	400SB	030784	SARATOGA, WY	PIPER	PA-24-400	FATAL	382
1882	4342T	062784	LINCOLN PARK, NJ	PIPER	PA-28-180	FATAL	254
1883	9365N	060184	WICKES, AR	PIPER	PA-28R-200	SERIOUS	26
1884	757ER	071384	MOUNTVILLE, PA	CESSNA	152	NONE	320
1885	3859C	040984	LEONARDTOWN, MD	CESSNA	180	NONE	184
1886	3736L	071584	FORRESTPORT, NY	CESSNA	172G	MINOR	288
1887	111SP	070884	FAIRFIELD, PA	SCHLEICHER	ASW-15	NONE	318
1888	8109K	071084	WEST MEMPHIS, AR	GRUMMAN	G-164B	SERIOUS	30
1889	45743	072784	LAVEEN, AZ	LUSCOMBE	8A	SERIOUS	50
1890	97205	062384	CAMARILLO, CA	STINSON	108	NONE	72
1891	65805	071584	THOMASTON, CT	SCHWEIZER	SGS 2-33A	NONE	108
1892	733BN	071084	OCEAN CITY, NJ	CESSNA	172N	NONE	258
1893	68Y	071584	MANAHAWKIN, NJ	PIPER	PA-30	NONE	260
1894	93397	073184	BALLY, PA	CESSNA	152	NONE	322
1895	100LH	070884	GROVE CITY, PA	SCHEIBE	SF-27M	NONE	316
1896	1257P	070884	NO. ANDOVER, MA	PIPER	PA-23	NONE	178
1897	3783G	072284	PANAMA CITY, FL	MOSLEY HIGH	ACRO - SPO	NONE	114
1898	78247	112584	FULTON, MO	TEMCO	GC-1B SWIF	NONE	212
1899	48313	070984	NEELYVILLE, MO	HILLER	H-23D	NONE	202
1900	9701J	092884	DARRINGTON, WA	PIPER	PA-28-180	NONE	376
1901	7249D	082584	SHOSHONE, ID	PIPER	PA-22-150	MINOR	152

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1902	86922	091284	KASAAN PENNINSU, AK	BELLANCA	8GCBC	NONE	18
1903	49141	090284	LAS VEGAS, NV	CESSNA	152	MINOR	282
1904	4632T	100884	PEMBINA, ND	HOMEBUILT	EAA SPECIA	MINOR	244
1905	3985G	061684	KALISPELL, MT	CESSNA	T-206	NONE	220
1906	44162	072284	REDFIELD, SD	PIPER	PA-36	NONE	338
1907	7867	101984	TUNICA, MS	GRUMMAN	G-164A	NONE	216
1908	2166X	070184	ALBUQUERQUE, NM	MOONEY	20E	MINOR	266
1909	7097F	082784	PRICE, UT	CESSNA	150F	MINOR	366
1911	CGONG	072784	HAVRE, MT	CESSNA	310Q	NONE	224
1912	7965J	080584	WEST GLACIER, MT	BELL	47G	NONE	226
1913	759LD	082784	BILLINGS, MT	CESSNA	182Q	NONE	230
1914	7386J	052384	BOUNTIFUL, UT	PIPER	PA-28-140	NONE	360
1915	2090J	080784	HOLYOKE, CO	CESSNA	188	NONE	100
1916	9311T	061684	LUSTRE, MT	CESSNA	180C	NONE	218
1917	1386V	082484	SATANTA, KS	CESSNA	U206F	NONE	166
1918	97163	060884	FREMONT, NE	CESSNA	172P	NONE	246
1919	44213	070184	NO LITTLE ROCK, AR	PIPER	PA-28-140	NONE	28
1920	9893M	090984	DEETH, NV	CESSNA	182P	NONE	286
1921	5153M	082384	MEDFORD, OR	TAYLORCRAFT	BC12-D	MINOR	302
1922	5786S	100484	HOOD RIVER, OR	SCHWEIZER	SGS 2-33A	MINOR	312
1923	4674U	081784	ELKO, NV	CESSNA	210N II	NONE	280
1924	9261R	061884	GROTON, SD	CESSNA	188	FATAL	334
1925	1936X	092084	MURRAY, KY	CESSNA	182H	NONE	172
1926	6231X	052684	PAONIA, CO	CESSNA	340A	MINOR	94
1927	3713H	062884	BROOMFIELD, CO	MOONEY	M20J	FATAL	96

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1928	1090A	050284	MEEKER, CO	HUGHES	369D	SERIOUS	92
1929	4774U	050384	FARMINGTON, NM	CESSNA	T210N	FATAL	264
1930	5410C	092784	ORLANDO, FL	CESSNA	210N	NONE	128
1931	5464Y	072584	PONCE, PR	PIPER	PA-23-250	NONE	326
1932	102AV	080584	CEDAR KEY, FL	PIPER	PA-28-151	NONE	116
1933	2388V	102084	CHARLOTTE, NC	PIPER	PA-38-112	NONE	234
1934	7136R	082184	IUKA, MS	PIPER	PA-28-140	MINOR	214
1935	8644H	101184	COTTON PLANT, AR	GRUMMAN	G-164A	NONE	42
1936	120BL	081184	EL DORADO, AR	DARRELL W. M	MONNETT MO	MINOR	34
1937	7192S	052584	CAMDENTON, MO	CESSNA	150H	FATAL	200
1938	93009	052584	MIDDLETON, WI	CESSNA	210L	MINOR	378
1941	6762W	071584	NORTH LIBERTY, IN	PIPER	PA-28-140	MINOR	162
1942	6348G	101484	WIRTZ, VA	CESSNA	150	NONE	370
1943	50776	070784	TERRY TOWN, GA	CESSNA	150J	FATAL	130
1944	74183	081484	FT. LAUDERDALE, FL	DOUGLAS	C-54	NONE	120
1945	3392W	080484	OGDEN, UT	PIPER	PA-32-260	NONE	364
1946	751Y	072584	WESSINGTON, SD	GRUMMAN	G-164	NONE	342
1947	6696E	092684	CORONA, NM	CESSNA	175	SERIOUS	274
1948	6083A	072084	MEETEETSE, WY	PIPER	PA-18-150	NONE	388
1949	50402	080884	NAVARRE, FL	BELLANCA	8GCBC	FATAL	118
1950	4312Z	110784	ALGONA, IA	PIPER	PA-18-150	NONE	148
1951	6852V	112384	ROLLA, MO	MOONEY	M20F	NONE	210
1952	3074L	103184	CHANUTE, KS	CESSNA	310J	NONE	168
1953	30001	111584	CONWAY, SC	PIPER	PA-28R-201	NONE	332
1954	5506A	111084	RUSTBURGH, VA	BOEING	75	NONE	372

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1955	52936	100984	CONCORD, CA	CESSNA	177RG	MINOR	88
1956	7470E	101684	SAN PEDRO, CA	CESSNA	210	NONE	90
1957	56AB	082284	TUCSON, AZ	BASTIAN	PITTS S15	NONE	54
1958	6462N	081784	CONE, AZ	CESSNA	T210N	SERIOUS	52
1959	6587	100784	LAMONT, CA	GRUMMAN	G-164A	NONE	86
1960	707FL	100584	SILVER CITY, NM	PIPER	PA-28-140	MINOR	278
1961	5758P	100384	LAS VEGAS, NM	PIPER	PA-24-250	NONE	276
1962	4997A	060384	ALCOVA, WY	AEROSPATIALE	SA316B	NONE	386
1963	758AQ	080784	LOS ALAMOS, NM	CESSNA	R172K	NONE	270
1964	6542L	073184	KLAMATH FALLS, OR	GRUMMAN	AA-5	NONE	300
1965	9917	081784	VANCOUVER, WA	CURTISS WRIG	TRAVEL AIR	NONE	374
1966	6474L	082184	SHELLEY, ID	PIPER	PA-25-235	SERIOUS	150
1967	13ML	090484	BOULDER CITY, NV	BELL	206	NONE	284
1968	197RL	092684	BURNS, OR	GLASAIR	NONE	NONE	308
1969	601N	083184	SCAPPOOSE, OR	CESSNA	180A	NONE	304
1970	788MS	092984	SHADY COVE, OR	PIPER	PA-28-151	NONE	310
1971	8974H	062384	MURDO, SD	GRUMMAN	G-164A	NONE	336
1972	4593	072484	CHAMERLAIN, SD	GRUMMAN	G-164A	NONE	340
1973	1280M	090184	CHANDLER, AZ	CESSNA	T337E	SERIOUS	56
1977	57394	071884	LONGMONT, CO	BELLANCA	8KCAB	MINOR	98
1978	111HT	090984	BANDON, OR	CESSNA	150	NONE	306
1979	58179	081384	OSWEGO, IL	CAMERON BALL	VIVA 7	SERIOUS	160
1980	7799P	081284	MACKINAC ISLAND, MI	PIPER	PA-24-250	NONE	196
1981	4453D	081384	GROSS ILE, MI	LINDSAY DAVI	BENSON B8M	NONE	198
1982	2749C	080584	SAN JUAN, PR	CESSNA	150J	MINOR	328

File Order Listing - Issue No. 10, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1984	80163	080384	WEST JORDAN, UT	CESSNA	172M	NONE	362
1985	24111	072084	RICHEY, MT	SIKORSKY	S-55B	NONE	222
1986	6730G	052384	EVANSTON, WY	CESSNA	150L	NONE	384
1987	77271	090584	BUTTE, MT	CESSNA	140	NONE	232
1988	7099P	071184	DICKINSON, ND	PIPER	PA-24-250	NONE	236
1989	4584A	081084	UNKNOWN, CO	CESSNA	L-19E	FATAL	102
1990	4773S	111284	CHARLESTON, SC	CESSNA	182RG	NONE	330
1991	66AU	081084	NASHVILLE, TN	PIPER	PA-31-350	NONE	346
1992	73857	052284	BALLARD, CA	CESSNA	172N	NONE	66
1992	521ST	052284	BALLARD, CA	CESSNA	305C	NONE	64
1993	11254	052584	DANVILLE, VA	WACO	RNF	MINOR	368
1994	3272L	080884	ELLIJAY, GA	CESSNA	172H	SERIOUS	136
1995	7912N	072284	MORRISON, TN	PIPER	PA-28-180	SERIOUS	344
1996	1398X	092484	BLUEFIELD, WV	BELL	47G-5	MINOR	380
1997	67810	081184	CLARKSVILLE, TN	CESSNA	152 II	NONE	348
1998	19JW	090984	AKRON, IA	CESSNA	195A	FATAL	142
1998	8783X	090984	AKRON, IA	CESSNA	182D	FATAL	144
1999	9387G	081784	ALGONA, IA	CESSNA	A188B	FATAL	140
2000	758CG	102884	LONGMONT, CO	CESSNA	R172K	MINOR	104

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 10 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1853 5/10/84 ANCHORAGE, AK

A/C Reg. No. N235AK

Time (Lcl) - 1628 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - MAULE M-6-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-W1A5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 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 - VMC
Wind Dir/Speed- 260/010 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KROTO SLOUGH, AK
Destination
ANCHORAGE, AK

Airport Proximity
ON AIRPORT

Airport Data

MERRILL
Runway Ident - 24
Runway Lth/Wid - 4000/ 100
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, ME LAND, SE SEA

Age - 39
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	701
Make/Model-	117
Instrument-	90
Multi-Eng -	10
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT BOUNCED AND THE PLT GAVE IT FULL THROTTLE TO RECOVER. THE ACFT NOSE CAME UP, THE LEFT WING DROPPED, AND THE ACFT VEERED OFF THE RWY INTO TWO TIED DOWN ACFT. THE ACFT HAD JUST HAD LARGE TIRES PUT ON TO REPLACE WHEEL SKIS. THE PLT HAD MADE ONLY 4 WHEEL LANDINGS AND HAD NOT FLOWN WITH AN INSTRUCTOR RECENTLY.

Brief of Accident (Continued)

File No. - 1853

5/10/84 . ANCHORAGE, AK

A/C Reg. No. N235AK

Time (Lcl) - 1628 ADT

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

Finding(s)

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

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

Finding(s)

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

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

Finding(s)

6. OBJECT - AIRCRAFT PARKED
-

-----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) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1847 5/13/84 PALMER, AK A/C Reg. No. N90191 Time (Lcl) - 1300 ADT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PUBLIC USE	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE					

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

Make/Model - BELL 206B	Eng Make/Model - DETR DIESEL 250-C20	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PALMER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6759
SE LAND, ME LAND	Months Since - 12	Make/Model- 2885
HELICOPTER	Aircraft Type - 206	Instrument- 425
		Multi-Eng - 251
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 6213

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS BEING USED TO RE-SUPPLY FIRE FIGHTERS BY THE DIVISION OF FORESTRY. EN ROUTE BACK TO THE STAGING AREA THE ACFT STRUCK UNMARKED LINES 85 FT ABOVE THE VALLEY FLOOR. POLES SUPPORTING THE LINES WERE OBSCURED BY VEGETATION AND WERE 224 FT APART. NUMEROUS TRIPS TO AND FROM THE STAGING AREA AT HIGHER ALTITUDES WERE FLOWN ON THE PREVIOUS DAY. THE PILOT NOR CREWS ON THE GROUND WERE AWARE OF THE POWER LINES.

Brief of Accident (Continued)

File No. - 1847

5/13/84

PALMER, AK

A/C Reg. No. N90191

Time (Lcl) - 1300 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1852 6/04/84 MCGRATH,AK A/C Reg. No. N2372D Time (Lcl) - 0030 ADT

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

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

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

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL C-145	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	MCGRATH,AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	MCGRATH
Wind Dir/Speed	- 270/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- 34
Lowest Sky/Clouds	- UNK/NR	- SCATTERED	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 5481/ 150
Obstructions to Vision	- NONE	Type Apch/Lndg	- ASPHALT
Precipitation	- NONE		Runway Status
Condition of Light	- DUSK		- DRY

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- N/A	Total
	Months Since	- N/A	- 28
	Aircraft Type	- N/A	Make/Model
			- 28
			Instrument
			- 0
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED AND NOSED OVER DURING LANDING. THE PLT HAD ONLY ABOUT 4 HRS PIC IN THIS ACFT. SHE SAID THE ACFT VEERED LEFT AND SHE STRAIGHTENED IT ONLY TO HAVE IT VEER TO THE RIGHT. ONE MAIN GEAR COLLAPSED AND THE ACFT GROUND LOOPED AFTER WHICH IT TIPPED OVER BREAKING THE WINDSHIELD.

Brief of Accident (Continued)

File No. - 1852

6/04/84

MCGRATH, AK

A/C Reg. No. N2372D

Time (Lcl) - 0030 ADT

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 OF AIRCRAFT - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1866 6/26/84 EKUK,AK

A/C Reg. No. N8941N

Time (Lcl) - 1615 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-PHILIP L BINGMAN	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-TAKEOFF			0	1	3	3	

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	EKUK,AK			
Completeness	- PARTIAL,LMTD BY PILOT	Destination		Airport Data	
Basic Weather	- VMC	DILLINGHAM,AK		EKUK	
Wind Dir/Speed	- VARIABLE/004 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 1200/ 40
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- 20000 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4872	Last 24 Hrs - 12
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model - 108	Last 30 Days - UNK/NR
	Aircraft Type - PA-32	Instrument - 364	Last 90 Days - 462
		Multi-Eng - 1260	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A WATER PIPE ABOUT 6 FT AGL DURING TAKEOFF. WITNESSES SAID THAT THE PLT DID NOT USE ALL AVAILABLE RWY. WITNESSES ALSO SAID THAT HE DRIFTED OFF THE RWY CENTERLINE AFTER A PREMATURE TAKEOFF. THE PLTS EMPLOYER SAID THAT HE HAD WARNED HIM AT LEAST TWICE ABOUT USING ALL OF THE RWY.

Brief of Accident (Continued)

File No. - 1866

6/26/84

EKUK,AK

A/C Reg. No. N8941N

Time (Lcl) - 1615 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

1. INSTRUCTIONS, WRITTEN/VERBAL - DISREGARDED - PILOT IN COMMAND
 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
 5. ROTATION - PREMATURE - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 1865

6/30/84

ESTER, AK

A/C Reg. No. N1436H

Time (Lcl) - 1630 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - AERONCA 15AC
Landing Gear - FLOAT
Max Gross Wt - 2050
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
FAIRBANKS, AK
Destination
MINTO LAKES, 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 - FORCED LANDING

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total	- 1386	Last 24 Hrs -	2
Make/Model-	UNK/NR	Last 30 Days-	21
Instrument-	0	Last 90 Days-	45

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED IN THE TOPS OF SMALL SPRUCE TREES AFTER THE ENGINE LOST OIL PRESSURE AND WAS SHUT DOWN. THE PLT LATER ADMITTED THAT THE OIL LINES NEEDED RELACEMENT ON THE LAST ANNUAL ON 06-22-84 BUT HE POSTPONED IT AND LATER FORGOT TO DO IT IN THE EXCITEMENT OF RE-FLYING ON FLOATS AFTER A 2 YEAR LAY-OFF. A BADLY DETERIORATED OIL OUTLET LINE FROM THE OIL COOLER HAD FAILED LOSING OIL AND PRESSURE.

Brief of Accident (Continued)

File No. - 1865

6/30/84

ESTER,AK

A/C Reg. No. N1436H

Time (Lcl) - 1630 ADT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - BURST
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 3. LUBRICATING SYSTEM,OIL LINE - WORN
 4. MAINTENANCE,REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1849

7/04/84

TALKEETNA, AK

A/C Reg. No. N1299F

Time (Lcl) - 1440 ADT

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA A185F
Landing Gear - FLOAT
Max Gross Wt - 3320
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TALKEETNA, AK
Destination
STEPHAN LAKE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4712	Last 24 Hrs	- 8
Make/Model-	375	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

INVESTIGATORS FOUND PURE WATER IN THE FUEL INJECTION SYSTEM. THE PILOT REFUELED THE ACFT FROM A 55 GAL BARREL AND DESPITE WARNINGS FROM A MECHANIC, THE PLT DID NOT FILTER THE FUEL. THE FLOAT PLANE TOUCHED DOWN IN A RIVER AND NOSED OVER ONTO THE SHORE FOLLOWING THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1849

7/04/84

TALKEETNA, AK

A/C Reg. No. N1299F

Time (Lcl) - 1440 ADT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. FLUID, FUEL - WATER
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
 5. UNSAFE/HAZARDOUS CONDITION WARNING - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1851 7/04/84 SELDOVIA, AK A/C Reg. No. N1795K Time (Lcl) - 1200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - LUSCOMBE 8E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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- VARIABLE/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SELDOVIA
Runway Ident - 34
Runway Lth/Wid - 2600/ 150
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 575 Last 24 Hrs - 4
Make/Model- 7 Last 30 Days- 10
Instrument- 48 Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING ON A 2600 FT GRAVEL RWY NESTLED IN THE HILLS WITH VARIABLE WINDS. THE PLT HAD TEMPORARILY TRADED ACFT FOR THIS TRIP AND HAD NOT FLOWN THIS TYPE OF ACFT FOR THE PRECEDING 90 DAY PERIOD. HE NORMALLY FLEW HIS CESSNA 185. HE WAS FAMILIAR WITH THIS ARPT AND HAD MADE ONE GO-AROUND BEFORE THE ACCIDENT BECAUSE OF BEING HIGH AND FAST. THE 2ND APPROACH WAS FLOWN, ACCORDING TO THE PLT, AT 60 MPH AND HE CROSSED THE THRESHOLD AT ABOUT 30 FT AGL. THE TOUCHDOWN WAS ABOUT MIDFIELD AND IN ATTEMPTING TO BRAKE, THE PLT SAID, THE TAIL KEPT COMING UP. HE THOUGHT A GUST OF TAILWIND HAD ACTED ON THE FLAPS AND UP ELEVATOR TO PUSH THE TAIL OF THE ACFT UP. HE SAID HE SHOULD HAVE HAD MORE CONCERN ABOUT THE POSSIBILITY OF VARYING WINDS.

Brief of Accident (Continued)

File No. - 1851

7/04/84

SELDovia,AK

A/C Reg. No. N1795K

Time (Lcl) - 1200 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1850 7/17/84 CANTWELL, AK A/C Reg. No. N2537M Time (Lcl) - 0100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 3

Eng Make/Model - LYCOMING O-235C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - .500 SM
Lowest Sky/Clouds - 100 FT PART OBS
Lowest Ceiling - 300 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
NENANA, AK
Destination
WASILLA, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 550	Last 24 Hrs - 2
Make/Model - UNK/NR	Last 30 Days - UNK/NR
Instrument - 0	Last 90 Days - UNK/NR
Multi-eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

IMPACT OCCURRED AT THE 3,600 FT LEVEL ON A STEEP SLOPE OF MOUNTAINOUS TERRAIN. INSTRUMENT METEOROLOGICAL CONDITIONS WERE REPORTED BY PILOTS AS WELL AS GROUND PERSONNEL IN THE AREA. LOOSE AND UNSTABLE TERRAIN CONDITIONS LIMITED THE INVESTIGATIVE EFFORT.

Brief of Accident (Continued)

File No. - 1850

7/17/84

CANTWELL,AK

A/C Reg. No. N2537M

Time (Lc1) - 0100 ADT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - OBSCURATION
5. LIGHT CONDITION - DARK NIGHT
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1902 9/12/84 KASAAN PENNINSU,AK A/C Reg. No. N86922 Time (Lcl) - 1830 PDT

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

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

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

Make/Model	- BELLANCA 8GCBC	Eng Make/Model	- LYCOMING O-360-C2A	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 180 HP		

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

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

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 374
SE LAND,SE SEA	Months Since - 11	Make/Model- 172
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED TAKEOFF FROM GLASSY WATER WITH A DEER TIED TO THE LEFT FLOAT. THE RIGHT FLOAT WOULD NOT COME UP ON THE STEP TO ATTAIN LIFT OFF. THE PILOT'S DECISION TO ABORT WAS TOO LATE TO AVOID A COLLISION WITH ROCKS AT THE END OF THE LAKE.

Brief of Accident (Continued)

File No. - 1902

9/12/84

KASAAN PENNINSU,AK

A/C Reg. No. N86922

Time (Lcl) - 1830 PDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - WATER, GLASSY
 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1867 10/20/84 SHULIN LAKE, AK A/C Reg. No. N70018 Time (Lcl) - 1200 ADT

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

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

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

Make/Model	- CESSNA A185E	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/015 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">ANCHORAGE, AK</p> <p>Destination</p> <p style="text-align: center;">SHULIN LAKE, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - C-180</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 256</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 161</td> <td>Last 30 Days- 20</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 44</td> </tr> </table>	Total - 256	Last 24 Hrs - 1	Make/Model- 161	Last 30 Days- 20	Instrument- 1	Last 90 Days- 44
Total - 256	Last 24 Hrs - 1							
Make/Model- 161	Last 30 Days- 20							
Instrument- 1	Last 90 Days- 44							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A WATER LANDING. THIS ACFT HAD WHEELS IN THE FLOATS AND ONE OF THE WHEELS WAS NOT RETRACTED FOR THE WATER LANDING. THESE GEAR ARE HAND RETRACTED BY THE PLT. THE PLT SAID HE CHECKED VISUALLY TO INSURE THE LEFT GEAR WAS UP BUT DID NOT VISUALLY CHECK THE RIGHT. TO DO SO ONE MUST UNDO SAFETY BELT AND LOOK OUT THE RIGHT SIDE. GEAR INDICATORS UNRELIABLE IF LANDINGS MADE IN SALT WATER. A MIRROR IS PROVIDED BUT HARD TO READ FOR VISUAL CHECK FROM LEFT SEAT.

Brief of Accident (Continued)

File No. - 1867

10/20/84

SHULIN LAKE, AK

A/C Reg. No. N70018

Time (Lc1) - 1200 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. GEAR RETRACTION - NOT IDENTIFIED - PILOT IN COMMAND
 4. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1848 10/27/84 HOMER, AK A/C Reg. No. N5645D Time (Lcl) - 1245 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - MAULE M-6
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540
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- 030/006 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
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

HOMER
Runway Ident - 03
Runway Lth/Wid - 7401/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - M-6

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total - 81	Last 24 Hrs - 1
Make/Model- 30	Last 30 Days- 6
Instrument- 0	Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TOUCHDOWN THE ACFT VEERED LEFT. RIGHT RUDDER WAS APPLIED CAUSING THE ACFT TO OVER CORRECT BACK TO THE RIGHT. IN AN EFFORT TO REGAIN DIRECTIONAL CONTROL LEFT RUDDER WAS APPLIED. THE ACFT GROUND LOOPED TO THE RIGHT COLLAPSING THE LEFT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 1848

10/27/84

HOMER, AK

A/C Reg. No. N5645D

Time (Lc1) - 1245 ADT

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

Finding(s)

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

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

Finding(s)

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1856 5/26/84 NASHVILLE, AR A/C Reg. No. N4498V Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BEECH BE35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NASHVILLE, AR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HOWARD CO
Runway Ident - 01
Runway Lth/Wid - 3660/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 104
Make/Model- 18
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- 18
Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER TAKEOFF. THE PLT SAID HE OVER-ROTATED DURING TAKEOFF. THE ACFT ROLLED RIGHT AND LEFT, STRIKING THE RIGHT LANDING GEAR AND THEN THE LEFT WING ON THE RWY.

Brief of Accident (Continued)

File No. - 1856

5/26/84

NASHVILLE, AR

A/C Reg. No. N4498V

Time (Lc1) - 1630 CDT

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

Finding(s)

1. ROTATION - EXCESSIVE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1883 6/01/84 WICKES, AR A/C Reg. No. N9365N Time (Lcl) - 0800 CDT

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WINDFIELD,KS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SHREVEPORT,LA	Runway Ident - N/A
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - ROUGH
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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 116
SE LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 12
		Last 30 Days- 4
		Instrument- 11
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FORCE LANDED IN AN OPEN ROLLING FIELD AFTER THE ENGINE LOST POWER. THE PLT SAID THE ENGINE PRODUCED A RATTLING NOISE AND VIBRATION BEFORE THE LOSS OF MANIFOLD PRESSURE. POST ACCIDENT EXAMINATION SHOWED A FAILED #3 CONNECTING ROD AND CYLINDER.

Brief of Accident (Continued)

File No. - 1883

6/01/84

WICKES, AR

A/C Reg. No. N9365N

Time (Lcl) - 0800 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, CRANKCASE - FAILURE, PARTIAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - UPHILL
-

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) 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. - 1919

7/01/84

NO LITTLE ROCK, AR

A/C Reg. No. N44213

Time (Lc1) - 1400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
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-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- 180/006 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CORNING, AR

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

MUNICIPAL

Runway Ident - 17

Runway Lth/Wid - 3000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND WAS HIRED BY THE STUDENT PILOT/AIRCRAFT OWNER TO PERFORM THE PASSENGER FLIGHT. NO EXPERIENCE OR CURRENCY RECORDS ARE AVAILABLE ON THE PIC AS HE HAD NOT HELD AN AIRMAN'S MEDICAL CERTIFICATE FOR THE LAST FOUR YEARS. ON LANDING AT DESTINATION, THE AIRCRAFT WAS LEVELED OFF ABOUT 10 FT IN THE AIR, STALLED AND LANDED HARD DAMAGING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1919

7/01/84

NO LITTLE ROCK, AR

A/C Reg. No. N44213

Time (Lcl) - 1400 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1888 7/10/84 WEST MEMPHIS,AR A/C Reg. No. N8109K Time (Lcl) - 1900 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED	Fatal	1	Serious	0	None
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	Minor	0	0
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	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6300	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	SHERRYVILLE,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHERRYVILLE
Wind Dir/Speed- 230/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 16440
SE LAND,ME LAND	Months Since - 12	Make/Model- 2000
	Aircraft Type - C-172	Instrument- 45
		Multi-Eng - 540
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 350

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING AN OFF ARPT FORCED LANDING FOLLOWING AN ENGINE FAILURE. DURING POST ACCIDENT EXAMINATION THE ACFT WAS FOUND TO HAVE A CRACKED #7 CYLINDER.

Brief of Accident (Continued)

File No. - 1888

7/10/84

WEST MEMPHIS, AR

A/C Reg. No. N8109K

Time (Lc1) - 1900 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
 2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
-

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

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

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. - 1857 7/13/84 OSCEOLA, AR A/C Reg. No. N7928 Time (Lcl) - 1600 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

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

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

No. of Seats - 1

Eng Make/Model - P&W R-1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VICTORIA, AR

Destination

OSCEOLA, AR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - PA28140

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2394 Last 24 Hrs - 8

Make/Model- 1400 Last 30 Days- UNK/NR

Instrument- 12 Last 90 Days- 240

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO A LEVEE IN A RICE FIELD AFTER LOSING ENGINE POWER DURING A SPRAY OPERATION TURN-AROUND. THE ENGINE DID NOT QUIT ENTIRELY BUT LOST ENOUGH POWER SO THAT FLT WAS NOT MAINTAINED. AN INSPECTION OF THE ENGINE REVEALED A BROKEN CONNECTING ROD.

Brief of Accident (Continued)

File No. - 1857

7/13/84

OSCEOLA, AR

A/C Reg. No. N7928

Time (Lcl) - 1600 CDT

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1936 8/11/84 EL DORADO, AR A/C Reg. No. N120BL Time (Lcl) - 1000 CDT

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

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

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

Make/Model - DARRELL W. MC MORAN MONNETT	MONEng Make/Model - KFM 102	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 22 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	DOWNTOWN
Wind Dir/Speed- 280/003 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 544
SE LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 88
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFT-OFF ON INITIAL TEST FLIGHT OF THIS HOMEBUILT ACFT, THE ENGINE CEASED TO DEVELOP FULL RPM. THE PLT WAS UNABLE TO ESTABLISH A RATE OF CLIMB TO CLEAR TERRAIN OBSTACLES IN THE FLIGHT PATH, COLLIDING FIRST WITH TREE TOPS AND THEN THE GROUND. PLT SUSPECTS CARB MAY HAVE BEEN SET TOO RICH FOR EXISTING CONDITIONS. MIXTURE NOT ADJUSTABLE IN FLT.

Brief of Accident (Continued)

File No. - 1936

8/11/84

EL DORADO, AR

A/C Reg. No. N120BL

Time (Lc1) - 1000 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - UNDETERMINED

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

Finding(s)

2. PROPER CLIMB RATE - NOT POSSIBLE -
3. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1861 8/20/84 CARLISLE,AR A/C Reg. No. N67908 Time (Lcl) - 1400 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 - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1200 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIRMINGHAM,AL
Destination
LITTLE ROCK,AR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

PRECAUTIONARY LANDING

Airport Proximity

ON AIRPORT

Airport Data

CARLISLE MUNICIPAL
Runway Ident - 09
Runway Lth/Wid - 4500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 63
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - BE-36

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 4850
Make/Model-	2000
Instrument-	530
Multi-Eng -	2400
Last 24 Hrs -	5
Last 30 Days-	UNK/NR
Last 90 Days-	60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED DURING LANDING. AFTER ELECTRICAL FAILURE THE PLT HAD CRANKED THE GEAR DOWN IN FLT. INSPECTION REVEALED THAT A NUT ON THE ALTERNATOR GROUND WIRE HAD COME OFF. THE LANDING GEAR MANUAL EXTENSION SYSTEM HAD NO DEFICIENCIES.

Brief of Accident (Continued)

File No. - 1861

8/20/84

CARLISLE, AR

A/C Reg. No. N67908

Time (Lcl) - 1400 CDT

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED

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

Finding(s)

3. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
5. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1862 9/13/84 VILONIA,AR A/C Reg. No. N1629P Time (Lcl) - 1030 CDT

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VILONIA,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 - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 25
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FORCED TO LAND AFTER TAKEOFF WHEN THE ENGINE LOST POWER. THE PLT SAID HE HAD REFUELED FROM THE AUTOMOTIVE PUMP AT HIS GROCERY STORE. THE PLT SUSPECTED WATER CONTAMINAION IN THE FUEL.

Brief of Accident (Continued)

File No. - 1862

9/13/84

VILONIA, AR

A/C Reg. No. N1629P

Time (Lc1) - 1030 CDT

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. FUEL SYSTEM - WATER
3. FLUID, FUEL GRADE - IMPROPER
4. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1804 10/04/84 NASHVILLE, AR A/C Reg. No. N4498V Time (Lcl) - 1830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 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- 150/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELLE CHASSE, LA
Destination
NASHVILLE, AR

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 10
Runway Lth/Wid - 2700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - BE-35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 153
Make/Model- 51
Instrument- 11
Last 24 Hrs - 2
Last 30 Days- 10
Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FLARE THE ACFT BALLOONED, DECELERATED AND STALLED. THE RESULTANT HARD LDG COLLAPSED THE LDG GEAR.

Brief of Accident (Continued)

File No. - 1804

10/04/84

NASHVILLE, AR

A/C Reg. No. N4498V

Time (Lc1) - 1830 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1935 10/11/84 COTTON PLANT, AR A/C Reg. No. N8644H Time (Lcl) - 1000 CDT

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

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

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

Make/Model - 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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COTTON PLANT, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11576
SE LAND	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATION FLIGHT, THE ENGINE MASTER CONNECTING ROD FAILED. FORCED LANDING WAS PERFORMED IN A COTTON FIELD. ACFT NOSED OVER DURING LANDING ROLL DUE TO TERRAIN CONDITIONS. ENGINE HAD 176 HOURS SINCE MAJOR OVHL.

Brief of Accident (Continued)

File No. - 1935

10/11/84

COTTON PLANT, AR

A/C Reg. No. N8644H

Time (Lcl) - 1000 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, MASTER ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - CROP

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1816 1/02/84 BOWIE,AZ A/C Reg. No. N1050G Time (Lcl) - 1220 MST

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

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

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

Make/Model - YAPLE, ROBERT G. VARI-EZE	Eng Make/Model - LYCOMING O-235-F2B	ELT Installed/Activated - UNK/NR
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAS CRUCES,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	SAN DIEGO,CA	BOWIE
Wind Dir/Speed- UNK/NR		Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 3900/ 80
Lowest Sky/Clouds - THIN BKN	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - 800 FT OVERCAST	Type of Clearance - NONE	Runway Status - WET
Obstructions to Vision- UNK/NR	Type Apch/Lndg - NONE	
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----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 - YES	Total - 513
SE LAND,ME LAND,SE SEA	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - VARI-EZ	Make/Model- 203
		Instrument- 75
		Last 30 Days- 17
		Last 90 Days- 28
		Multi-Eng - 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DESPITE 2 WX BRIEFINGS FORECASTING MARGINAL VFR CONDITIONS WITH REPORTS OF ICING, THE PLT DEPARTED ON A FLT IN THE NON-IFR EQUIPPED ACFT. JUST PRIOR TO THE ACCIDENT, TRANSMISSIONS BETWEEN THE PLT & ATC INDICATED THAT THE ACFT WAS IN A SNOW SHOWER BETWEEN CLOUD LAYERS AT 13,500 FT & WAS ATTEMPTING TO CLIMB TO VFR CONDITIONS. SUBSEQUENTLY, THE ACFT BROKE UP IN FLT & THE WRECKAGE WAS DISTRIBUTED OVER A 2 MI AREA. NO EVIDENCE WAS FOUND OF A MECHANICAL MALFUNCTION OR FAILURE PRIOR TO THE IN-FLT BREAKUP. A METEOROLOGICAL SUMMARY DETERMINED THAT ICING OF AT LEAST MODERATE INTENSITY WOULD HAVE OCCURRED FROM 6000 TO 14,000 FT. THE PLT HAD BEEN AWAY FROM HOME FOR OVER 2 WEEKS & HAD EXPERIENCED SEVERAL WX RELATED DELAYS IN THE PREVIOUS 2 DAYS. A FRIEND REPORTED THAT HE WAS SCHEDULED TO RETURN TO WORK & THAT THE PASSENGER (HIS SON) HAD TO RETURN TO SCHOOL THE FOLLOWING DAY.

Brief of Accident (Continued)

File No. - 1816

1/02/84

BOWIE,AZ

A/C Reg. No. N1050G

Time (Lc1) - 1220 MST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

6. WING - ICE
7. AIRCRAFT HANDLING - NOT POSSIBLE -
8. STALL - UNCONTROLLED -

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. WING - OVERLOAD

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

----Probable Cause----

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

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. - 1811 1/20/84 FLAGSTAFF,AZ A/C Reg. No. N9510R Time (Lcl) - 1450 MST

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

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

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

Make/Model - BEECH K35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2960	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SCOTTSDALE,AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SCOTTSDALE,CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1730
SE LAND	Months Since - 1	Make/Model- 96
HELICOPTER	Aircraft Type - UH1	Instrument- 47
		Multi-Eng - 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 55
		Rotorcraft - 1265

Instrument Rating(s) - HELICOPTER

-----Narrative-----

CRUISING AT 10,500 FT THE NUMBER 5 CYLINDER SEPARATED FROM THE ENGINE ASS'Y CAUSING THE LOSS OF POWER. DURING THE FORCED LDG ROLL THE ACFT COLLIDED WITH A SNOW COVERED LOG COLLAPSING THE NOSE GEAR. THE ENGINE WAS OVERHAULED IN 1980. 1,239 HRS OF OPERATION HAD BEEN RECORDED SINCE THE OVERHAUL.

Brief of Accident (Continued)

File No. - 1811

1/20/84

FLAGSTAFF, AZ

A/C Reg. No. N9510R

Time (Lcl) - 1450 MST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 3. TERRAIN CONDITION - SNOW COVERED
-

Occurrence #4 NOSE 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1813

4/05/84

SCOTTSDALE, AZ

A/C Reg. No. N81962

Time (Lcl) - 1715 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - DEHAVILLAND DH 114
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12499
No. of Seats - 16

Eng Make/Model - LYCOMING IO-540-G1A5
Number Engines - 4
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/008 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBUQUERQUE, NM
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SCOTTSDALE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA, ME SEA

Age - 36

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - G-73

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5682	Last 24 Hrs	- 5
Make/Model	- 37	Last 30 Days	- 30
Instrument	- 840	Last 90 Days	- 105
Multi-Eng	- 2848	Rotorcraft	- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOR UNDETERMINED REASONS THE PLT EXPERIENCED A POWER LOSS ON BOTH LEFT ENGINES WHILE TURNING FROM LEFT BASE TO FINAL FOR LDG. THE PLT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND ELECTED TO REDUCE POWER ON THE RIGHT ENGINES. DURING THE FORCED LDG ROLL THE ACFT COLLIDED WITH 3 DITCHES AS WELL AS SMALL TREES. AS THE ACFT TOUCHED DOWN BOTH LEFT ENGINES RESUMED FULL POWER.

Brief of Accident (Continued)

File No. - 1813

4/05/84

SCOTTSDALE, AZ

A/C Reg. No. N81962

Time (Lc1) - 1715 MST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - DITCH

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - TREE(S)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1889

7/27/84

LAVEEN,AZ

A/C Reg. No. N45743

Time (Lcl) - 1800 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - 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
LAVEEN,AZ
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HANGAR HACIENDA
Runway Ident - 09
Runway Lth/Wid - 2000/ 70
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-177RG

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

Total	-	770	Last 24 Hrs -	2
Make/Model-	32		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN THE PLT INADVERTANTLY KNOCKED THE IGNITION SWITCH TO THE "OFF" POSITION. SINCE THE PROP STOPPED AND THE ACFT WAS NOT EQUIPPED WITH A STARTER, THE ACFT ENGINE COULD NOT BE RESTARTED. THE ACFT LANDED 20 FT SHORT OF THE RWY WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1889

7/27/84

LAVEEN,AZ

A/C Reg. No. N45743

Time (Lc1) - 1800 MST

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - SWITCHED OFF
2. STARTING PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. ENGINE ACCESSORIES,ENGINE STARTER - LACK OF

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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1958 8/17/84 CONE,AZ A/C Reg. No. N6462N Time (Lcl) - 1100 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	4	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN DIEGO,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DURANGO,CO	Runway Ident - N/A
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 525
SE LAND	Months Since - 4	Make/Model- 426
	Aircraft Type - C-T210N	Instrument- 222
		Last 24 Hrs - 3
		Last 30 Days- 4
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LNDG AFTER A LOSS OF POWER DURING IN FLT CRUISE AT 9500 FT MSL. THE PLT SQUAWKED "IDENT" FOLLOWING RADIO CONTACT WITH ARTC DURING A "MAY DAY" CALL. LATER, THE TRANSPONDER WAS USED FOR "EMER 7700" SQUAWKING. THE PLT SPOTTED A ROAD HE BELIEVED SUITABLE FOR LNDG AND MADE A CIRCLING APPROACH TO TOUCHDOWN ON RISING TERRAIN ABOUT 182 FT SHORT OF THE ROADWAY. THE TOUCHDOWN SPOT WAS ABOUT 30 FT BELOW THE ROAD BED AT A GROUND ELEVATION OF 6120 FT. THE TOUCH DOWN SPOT WAS ABOUT 182 FT SHORT OF THE ROAD.

Brief of Accident (Continued)

File No. - 1958

8/17/84

CONE, AZ

A/C Reg. No. N6462N

Time (Lc1) - 1100 MST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - HIGH VEGETATION

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1957 8/22/84 TUCSON,AZ A/C Reg. No. N56AB Time (Lcl) - 1330 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BASTIAN PITTS S1S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TUCSON,AZ
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

AURA VALLEY
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
GLIDER

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 - 5254 Last 24 Hrs - 1
Make/Model- 867 Last 30 Days- UNK/NR
Instrument- 491 Last 90 Days- 107
Multi-Eng - 3815 Rotorcraft - 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED AFTER THE ACCIDENT THAT HE WAS FLYING INVERTED WHEN HE EXPERIENCED AN ENGINE FAILURE. SEVERAL IN FLIGHT RESTART ATTEMPTS WERE UNSUCCESSFUL AND THE PILOT INITIATED A FORCED LANDING ON A DIRT ROAD. WHILE ON FINAL APCH TO THE DIRT ROAD, A PICK UP TRUCK ENTERED ONTO THE ROAD WHICH FORCED THE PILOT TO LAND IN THE ROUGH DESERT ENVIRONMENT ADJACENT TO THE ROAD. PRIOR TO TOUCHDOWN, THE ACFT STRUCK THE TOP OF A DITCH.

Brief of Accident (Continued)

File No. - 1957

8/22/84

TUCSON, AZ

A/C Reg. No. N56AB

Time (Lcl) - 1330 MST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1973 9/01/84 CHANDLER, AZ A/C Reg. No. N1280M Time (Lcl) - 0750 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA T337E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4630
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-360-A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 2800 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- 140/003 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHANDLER, AZ
Destination
GUAYMAS, MX

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)
ATP, CFI
SE LAND, ME LAND, SE SEA
GLIDER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3474 Last 24 Hrs - 3
Make/Model- 11 Last 30 Days- 30
Instrument- 70 Last 90 Days- 53
Multi-Eng - 101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT ON THE FIRST ATTEMPT TO ROTATE, THE STALL WARNING HORN ACTIVATED. THE PLT NOTICED THE REAR ENG IN AN OVERBOOST COND SO HE RETARDED THE THROTTLE COMPLETELY, THEN ADVANCED IT TO BELOW RED LINE. HE CONTINUED THE TAKEOFF AND ATTEMPTED TO ROTATE TWO MORE TIMES BEFORE HE ABORTED. HE RETARDED THE THROTTLES AND APPLIED FULL BRAKING BUT RAN OFF THE END OF THE RWY AND COLLIDED WITH A CONCRETE IRRIGATION DITCH. THE LANDING GEAR SEPARATED FROM THE AIRCRAFT. THE INVESTIGATION REVEALED THE ACFT WAS OVER MAX GROSS WT BY 311 LBS. THE PLT LOGGED 11 HRS TOTAL TIME AND 1 HR IN THE LAST 90 DAYS IN THE CESSNA T337E. THE OPERATING PROCEDURES IN THE OWNER'S MANUAL STATE THAT IF AN OVERBOOST OCCURS ON TAKEOFF, THE THROTTLE SHOULD BE RETARDED SLIGHTLY TO BELOW RED LINE. THE ENG MANUFACTURE INDICATED THAT THE RED LIMIT WILL BE EXCEEDED WHEN THE THROTTLES ARE ADVANCED FULL FWD AND THIS CONDITION IS NOT DETRIMENTAL TO THE ENG.

Brief of Accident (Continued)

File No. - 1973

9/01/84

CHANDLER, AZ

A/C Reg. No. N1280M

Time (Lcl) - 0750 MST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
 3. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1815 2/16/84 FOLSOM LAKE, CA A/C Reg. No. N8242S Time (Lcl) - 1750 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAMERON PARK, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAMERON PARK, CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 145
SE LAND	Months Since - 24	Last 24 Hrs - 0
	Aircraft Type - C-150	Make/Model- 136
		Instrument- 0
		Last 30 Days- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 10 MIN AFTER DEPARTURE A TOTAL POWER LOSS WAS EXPERIENCED DUE TO FUEL EXHAUSTION. DUE TO ROUGH UNSUITABLE TERRAIN THE PLT ELECTED TO DITCH IN A NEARBY LAKE. UPON RECOVERY OF THE ACFT ABOUT 1 GAL OF FUEL AND 5 GALS OF WATER WERE FOUND IN EACH FUEL TANK. DURING THE PREFLIGHT INSPECTION THE PILOT NOTED FUEL GAGE INDICATIONS OF ONE FOURTH FULL IN ONE TANK AND SLIGHTLY LESS IN THE OTHER. NO EFFORT WAS MADE TO CONFIRM THIS FUEL LOAD; THE PLT THOUGHT HE HAD A TOTAL OF 7 GALS OF FUEL. 3.5 GALS WERE UNUSABLE. THE PLT STATED THAT HE HAD CONSUMED ONE BEER PRIOR TO THE ACCIDENT. THE FACILITY THAT RECOVERED THE ACFT SUCCESSFULLY RAN THE ENGINE.

Brief of Accident (Continued)

File No. - 1815

2/16/84

FOLSOM LAKE, CA

A/C Reg. No. N8242S

Time (Lcl) - 1750 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - 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. - 1814 2/26/84 REDDING, CA A/C Reg. No. N31SR Time (Lcl) - 1153 PST

-----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	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

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

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470-R-25A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 100.0 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 REDDING, CA</p> <p>Destination WILLITS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data BENTON FIELD</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 5984/ 150</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3438
SE LAND	Months Since - 1	Make/Model- 1800
HELICOPTER	Aircraft Type - C-180	Instrument- 283
		Last 24 Hrs - UNK/NR
		Last 30 Days- 12
		Last 90 Days- 23
		Rotorcraft - 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TOTAL POWER LOSS OCCURRED DUE TO WATER CONTAMINATION IN THE FUEL. WATER WAS FOUND IN THE CARBURETOR ASSEMBLY AFTER THE ACCIDENT. THE PILOT REPORTED THAT HE HAD DRAINED 4 TO 5 GALS OF FUEL FROM EACH TANK FINDING NO WATER DURING THE MONTH PRECEDING THE ACCIDENT. PRIOR TO THIS FLT FUEL WAS DRAINED FROM THE ENGINE DRAIN AS WELL AS BOTH WING TANK DRAINS AND NO WATER WAS FOUND.

Brief of Accident (Continued)

File No. - 1814

2/26/84

REDDING, CA

A/C Reg. No. N31SR

Time (Lcl) - 1153 PST

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. FLUID, FUEL - WATER
 3. AIRCRAFT SERVICE - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1870 4/10/84 LAKE MATHEWS, CA A/C Reg. No. N2314P Time (Lcl) - 1130 PST

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

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

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

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/002 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>CORONA, CA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - PA38112</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 491</p> <p>Make/Model- 12</p> <p>Instrument- 11</p> <p>Multi-Eng - 9</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 12</p> <p>Last 90 Days- 27</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS MAKING A GO-AROUND FROM ABOUT 100 AGL AND COLLIDED WITH RISING TERRAIN. ACCORDING TO THE PLT THE ENGINE FAILED TO RESPOND PROPERLY. ACCORDING TO THE PASSENGER THE ENGINE RESPONSE WAS NORMAL. THE INVESTIGATION REVEALED THAT THE ACFT WAS OVERWEIGHT BY A MINIMUM OF 49 POUNDS.

Brief of Accident (Continued)

File No. - 1870

4/10/84

LAKE MATHEWS, CA

A/C Reg. No. N2314P

Time (Lc1) - 1130 PST

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

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. TERRAIN CONDITION - RISING
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1992 5/22/84 BALLARD, CA A/C Reg. No. N521ST Time (Lcl) - 1120 PDT

-----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	-MANEUVERING	UNK/NR	Pass 0	0	0	0
			Other 0	0	0	2

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

Make/Model	- CESSNA 305C	Eng Make/Model	- CONTINENTAL O-470-11	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 213 HP		

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

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

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3410
SE LAND	Months Since - 7	Last 24 Hrs - 11
HELICOPTER	Aircraft Type - 206B	Make/Model - 1108
		Last 30 Days - 23
		Instrument - 683
		Last 90 Days - 37
		Multi-Eng - 2457
		Rotorcraft - 2809

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF N73857, A CESSNA 172 AND THE PILOT OF N521ST, A CESSNA 305 ARRANGED PRIOR TO THE FLIGHT TO FLY A "MISSING MAN" FORMATION WITH TWO OTHER AIRCRAFT. THE PLT OF N73857 WAS INSTRUCTED TO FLY TO THE LEFT REAR OF THE LEAD ACFT, N521ST. THE PILOT OF N521ST REPORTED THAT HE OBSERVED N73857 OVERTAKE HIS AIRCRAFT FROM HIS LEFT REAR, BUT WAS UNABLE TO MANEUVER HIS AIRCRAFT AWAY FAST ENOUGH TO AVOID THE COLLISION. THE PLT OF N521ST STATED THAT HIS WAS THE LEADING AIRCRAFT AND THE OTHER PILOT IN N73857 WAS RESPONSIBLE FOR MAINTAINING HIS REARWARD POSITION.

Brief of Accident (Continued)

File No. - 1992

5/22/84

BALLARD, CA

A/C Reg. No. N521ST

Time (Lc1) - 1120 PDT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1992 5/22/84 BALLARD, CA A/C Reg. No. N73857 Time (Lcl) - 1120 PDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA YNEZ, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA MARIA, CA	
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 830
SE LAND	Months Since - 7	Make/Model- 245
	Aircraft Type - C-182P	Instrument- 29
		Multi-Eng - 30
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF N73857, A CESSNA 172 AND THE PILOT OF N521ST, A CESSNA 305 ARRANGED PRIOR TO THE FLIGHT TO FLY A "MISSING MAN" FORMATION WITH TWO OTHER AIRCRAFT. THE PLT OF N73857 WAS INSTRUCTED TO FLY TO THE LEFT REAR OF THE LEAD ACFT, N521ST. THE PILOT OF N521ST REPORTED THAT HE OBSERVED N73857 OVERTAKE HIS AIRCRAFT FROM HIS LEFT REAR, BUT WAS UNABLE TO MANEUVER HIS AIRCRAFT AWAY FAST ENOUGH TO AVOID THE COLLISION. THE PLT OF N521ST STATED THAT HIS WAS THE LEADING AIRCRAFT AND THE OTHER PILOT IN N73857 WAS RESPONSIBLE FOR MAINTAINING HIS REARWARD POSITION.

Brief of Accident (Continued)

File No. - 1992

5/22/84

BALLARD, CA

A/C Reg. No. N73857

Time (Lc1) - 1120 PDT

Occurrence MIDAIR COLLISION

Phase of Operation MANEUVERING

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1880 5/28/84 HALF MOON BAY, CA A/C Reg. No. N1920Y Time (Lcl) - 1515 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - MOONEY M20D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
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- 180/008 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
SAME AS ACC/INC
Destination
NAPA, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HALF MOON BAY
Runway Ident - 12
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - NO
Months Since - 98
Aircraft Type - M20D

Medical Certificate - NO MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE TWO ACFT COLLIDED AFTER N1920Y DECLARED HIS INTENTION TO TAKEOFF AND WAS AIRBORNE APRX HALF WAY DOWN THE RWY. THE OTHER ACFT WAS IN A STEEP DESCENT AT MID-FIELD WHEN HE DOVE INTO N1920Y. BOTH ACFT THEN CRASHED UNCONTROLLED INTO THE GROUND FROM AN ALT OF ARPX 75 FT AGL.

Brief of Accident (Continued)

File No. - 1880

5/28/84

HALF MOON BAY, CA

A/C Reg. No. N1920Y

Time (Lcl) - 1515 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1880 5/28/84 HALF MOON BAY, CA A/C Reg. No. N5157B Time (Lcl) - 1515 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 118 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- 180/008 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
SAN CARLOS, CA
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

HALF MOON BAY
Runway Ident - 12
Runway Lth/Wid - 500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 11000	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 TWO ACFT COLLIDED AFTER N1920Y MADE A RADIO CALL TO ANNOUNCE HIS INTENTIONS OF TAKING OFF. N5157B WAS IN A STEEP DESCENT AT MIDFIELD WHEN HE COLLIDED WITH THE TOP REAR PORTION OF N1920Y. THE COLLISION OCCURRED AT ABOUT 75 FT AGL. THE TWO ACFT CRASHED ON THE ARPT. OTHER ACFT IN THE AREA AT THE TIME OF THE ACCIDENT REPORTED THAT NO RADIO TRANSMISSION WAS HEARD FROM N5157B ANNOUNCING HIS INTENTIONS.

Brief of Accident (Continued)

File No. - 1880

5/28/84

HALF MOON BAY, CA

A/C Reg. No. N5157B

Time (Lc1) - 1515 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1890

6/23/84

CAMARILLO, CA

A/C Reg. No. N97205

Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -SALES DEMO

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

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

Make/Model - STINSON 108

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2000

No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-B3

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

Wx Briefing - 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

CAMARILLO, CA

Destination

CAMARILLO, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CAMARILLO

Runway Ident - 26

Runway Lth/Wid - 6020/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 708

Make/Model- 189

Instrument- 17

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 123

Instrument Rating(s) - NONE

-----Narrative-----

A PROSPECTIVE BUYER IN THE LEFT SEAT WAS INITIATING A TAKEOFF IN A TAIL WHEEL ACFT WHEN THE ACFT GROUND LOOPED AND THE RIGHT MAIN LANDING GEAR COLLAPSED. THE OWNER IN THE RIGHT SEAT WAS UNABLE TO CORRECT THE SITUATION IN TIME. THE BUYER HAD PROFESSED PROFICIENCY BUT HE WAS NOT CURRENT AND HIS MEDICAL CERTIFICATE HAD EXPIRED IN 1961.

Brief of Accident (Continued)

File No. - 1890

6/23/84

CAMARILLO, CA

A/C Reg. No. N97205

Time (Lcl) - 1530 PDT

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

Finding(s)

1. RUDDER - IMPROPER USE OF - UNQUALIFIED PERSON
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON
4. GROUND LOOP/SWERVE - NOT CORRECTED - UNQUALIFIED PERSON

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. WING - BENT
6. 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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1843 7/09/84 SANTA ANA,CA A/C Reg. No. N222LT Time (Lcl) - 1657 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - HELIO H-295
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING G0-480-G1D6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 295 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

JOHN WAYNE AIRPORT
Runway Ident - 19R
Runway Lth/Wid - 5700/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2178
Make/Model- 285
Instrument- 64
Multi-Eng - 700
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE TAILWHEEL SETTLED TO THE RWY THE ACFT VEERED RIGHT AND GROUND LOOPED COLLAPSING THE LEFT MAIN LDG GEAR.
THE LEFT MAIN GEAR OLEO STRUT FAILED DUE TO TENSILE OVERLOAD.

Brief of Accident (Continued)

File No. - 1843

7/09/84

SANTA ANA, CA

A/C Reg. No. N222LT

Time (Lc1) - 1657 PDT

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - 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. - 1826 7/21/84 GORMAN,CA A/C Reg. No. N27350 Time (Lcl) - 1830 PDT

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

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

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

Make/Model - AERONCA 60-TF	Eng Make/Model - CONTINENTAL TC-65	ELT Installed/Activated - YES/NO
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 - 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	GORMAN,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD,CA	QUAIL LAKE
Wind Dir/Speed- 180/007 KTS		Runway Ident - 27
Visibility - 30.0 SM	ATC/Airspace	Runway Lth/Wid - 2000
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 96
		Last 30 Days- 6
		Instrument- 3
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT A 90 DEGREE CROSSWIND CAUSED A LOSS OF DIRECTIONAL CONTROL SHORTLY AFTER TAKEOFF. THE EMPENNAGE CONTACTED A FENCE AND TREES OFF THE LEFT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1826

7/21/84

GORMAN, CA

A/C Reg. No. N27350

Time (Lcl) - 1830 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - FENCE
5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1829 7/22/84 SALIDA, CA A/C Reg. No. N5531H Time (Lc1) - 1350 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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
MODESTO, CA
Destination
STOCKTON, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FLORY INDUSTRIES
Runway Ident - 29
Runway Lth/Wid - 1975 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 485
Make/Model- 476
Instrument- 60
Multi-Eng - 9
Last 24 Hrs - 3
Last 30 Days- 54
Last 90 Days- 102

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FAILURE OF THE NUMBER 3 EXHAUST PUSH ROD CAUSED THE POWER LOSS. THE CFI TOOK CONTROL OF THE ACFT AND PERFORMED A FORCED LDG ON A PRIVATE AIRSTIP. DUE TO A HIGHER THAN OPTIMUM APPROACH THE ACFT LANDED LONG, OVERRAN THE END OF THE RWY AND COLLIDED WIHT TREES.

Brief of Accident (Continued)

File No. - 1829

7/22/84

SALIDA, CA

A/C Reg. No. N5531H

Time (Lcl) - 1350 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND(CFI)
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND(CFI)

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

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

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. - 1855 8/18/84 WATSONVILLE, CA A/C Reg. No. N5353V Time (Lcl) - 1200 PDT

-----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 -MANEUVERING

Fire
NONE

Crew
Pass

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

Make/Model - HILLER UH-12E

Landing Gear - SKID

Max Gross Wt - 3100

No. of Seats - 2

Eng Make/Model - ALLISON 250-C20B

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- 270/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 47

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UH-12

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9196

Make/Model- 109

Instrument- 64

Multi-Eng - 20

Last 24 Hrs - 3

Last 30 Days- 13

Last 90 Days- 109

Rotorcraft - 1204

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A UTILITY POLE AND WAS FORCED TO LAND. THE PLT REPORTED THAT ON HIS LAST SPRAY RUN IN TRYING TO DO A BETTER JOB THAN ANYONE ELSE, HE CAME TO CLOSE TO THE POLE. HIS ROTOR MADE CONTACT WITH THE POLE. DURING THE FORCED LANDING THE LANDING GEAR COLLAPSED. THE PLT SAID THAT THERE WAS "NO EXCUSE" FOR THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1855

8/18/84

WATSONVILLE,CA

A/C Reg. No. N5353V

Time (Lc1) - 1200 PDT

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

Finding(s)

1. OBJECT - UTILITY POLE
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1858 8/25/84 GOLETA, CA A/C Reg. No. N9380F Time (Lcl) - 1115 PDT

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

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

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

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING HIO-360-A1A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 3	Rated Power - 180 HP		

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

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- 160/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1200 FT	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 25000 FT	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 - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 57
	Months Since - N/A	Make/Model- 57
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 8
		Last 90 Days- 26
		Rotorcraft - 57

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING DURING SOLO FLT AND COLLIDED WITH THE GROUND DURING AN AERIAL TAXI. THE STUDENT EXPLAINED THAT AFTER A NORMAL LANDING HE PULLED ENOUGH COLLECTIVE TO MAKE THE ACFT LIGHT ON THE SKIDS AND PROCEEDED TO TAXI ALONG THE GROUND BY ADVANCING THE CYCLIC CONTROL. THE ACFT SUDDENLY PITCHED FOWARD AND TO THE RIGHT. WHEN THE ROTOR BLADES HIT THE GROUND THE ACFT BROKE APART. AN INSPECTION SHOWED 3 FT OF THE RIGHT SKID WAS BROKEN OFF. NO PRE-EXISTING IRREGULARITIES WERE OBSERVED THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1858

8/25/84

GOLETA, CA

A/C Reg. No. N9380F

Time (Lc1) - 1115 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAXI - AERIAL

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1802 9/29/84 SAN DIEGO, CA A/C Reg. No. N90667 Time (Lcl) - 0720 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PUBLIC USE	Fire NONE	Crew	Fatal 0	Injuries Serious 0	Minor 0	None 1
Flight Conducted Under -PUBLIC USE		Pass	0	0	0	2
Accident Occurred During -TAXI						

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

Make/Model - PIPER PA-60	Eng Make/Model - CONTINENTAL IO-540-J1K5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	IMPERIAL, CA	NAS NORTH ISLAND
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 80
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000 -UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4800
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 60
		Instrument- 600
		Last 30 Days- UNK/NR
		Last 90 Days- 83
		Rotorcraft - 3000
		Multi-Eng - 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TAKEOFF RWY HAD ARRESTING GEAR INSTALLED 1,900 FT FROM THE THRESHOLD. IN AN EFFORT TO AVOID ROLLING OVER THE ARRESTING GEAR CABLE DURING THE TAKEOFF ROLL THE PLT ELECTED TO UTILIZE THE OVERRUN AREA FOR THE INITIATION OF THE ROLL. AS THE ACFT TAXIED FROM THE TAXIWAY INTO THE OVERRUN THE RIGHT MAIN LDG GEAR ROLLED INTO AN OPEN UTILITY HOLE.

Brief of Accident (Continued)

File No. - 1802

9/29/84

SAN DIEGO, CA

A/C Reg. No. N90667

Time (Lcl) - 0720 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 2. UNSUITABLE TERRAIN - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1959 10/07/84 LAMONT,CA A/C Reg. No. N6587 Time (Lcl) - 0700 PDT

-----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 -LANDING

Fire NONE
Crew 0
Pass 0

-----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 R-1340AN-1
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
Wind Dir/Speed - 135
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
LAMONT,CA
Destination
LAMONT,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - G-164A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4115
Make/Model - 2500
Instrument - 85
Multi-Eng - 15
Last 24 Hrs - UNK/NR
Last 30 Days - 75
Last 90 Days - 150
Rotorcraft - 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD FLOWN EARLIER ON THE DAY OF THE ACCIDENT FOR APRX 30 MINS. HE STATED THAT HE INTENDED TO REFUEL BEFORE HIS NEXT FLIGHT, BUT BECAUSE THE FUEL HOSE WOULD NOT REACH THE AIRCRAFT, THE ACFT WAS NOT REFUELED. THE PILOT DID NOT VISUALLY CHECK FUEL QUANTITY BEFORE DEPARTING AND RELIED ON FUEL GAGES. THE PILOT TOOK OFF AND FLEW THREE 1/2 MI LONG PASSES BEFORE THE ENGINE QUIT. POST CRASH EXAM OF THE ACFT REVEALED NO EVIDENCE OF FUEL.

Brief of Accident (Continued)

File No. - 1959

10/07/84

LAMONT, CA

A/C Reg. No. N6587

Time (Lcl) - 0700 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

-----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. - 1955 10/09/84 CONCORD, CA A/C Reg. No. N52936 Time (Lcl) - 2015 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	1	0

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

Fire
NONE

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

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
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- 250/006 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
EUGENE, OR
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

BUCHANAN FIELD
Runway Ident - 14L
Runway Lth/Wid - 4601/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 73
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1119
Make/Model- 122
Instrument- 85
Multi-Eng - 450
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE DID A GO-AROUND WHILE ON FINAL APPROACH TO RUNWAY 19L BECAUSE OF EXCESSIVE SPEED. THE PLT RE-ENTERED THE TRAFFIC PATTERN AND WAS CLEARED BY THE TOWER TO LND ON RWY 19R. THE PLT STATED THAT HE WAS ADVISED BY THE TOWER TO INITIATE THE RIGHT BASE TURN. THE PLT TURNED BASE AND FINAL TO THE WRONG RUNWAY (14L) AND LANDED. THE PLT STATED THAT "AFTER TOUCHDOWN THE RWY END WAS COMING UP FAST BUT IT WAS TOO LATE FOR A GO-AROUND WITH SAFETY, SO RODE IT OUT INTO THE FENCE."

Brief of Accident (Continued)

File No. - 1955

10/09/84

CONCORD, CA

A/C Reg. No. N52936

Time (Lc1) - 2015 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - 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 - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1956 10/16/84 SAN PEDRO, CA A/C Reg. No. N7470E Time (Lcl) - 1421 PDT

-----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 -LANDING						

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-470-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 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	20NG BEACH, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TORRANCE, CA	TORRANCE
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2920
SE LAND, ME LAND	Months Since - 0	Make/Model - 30
	Aircraft Type - C-210	Instrument - 250
		Multi-Eng - 700
		Last 24 Hrs - 2
		Last 30 Days - 25
		Last 90 Days - 100
		Rotorcraft - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A 3.5 MILE FINAL APPROACH TO TORRENCE ARPT WHEN THE PILOT EXPERIENCED AN ENGINE FAILURE. THE PLT LANDED THE ACFT THE LOS ANGELES, WEST BASIN HARBOR. EXAMINATION OF THE ENGINE AND ASSOCIATED FUEL LINES AFTER THE ACCIDENT REVEALED NO EVIDENCE OF A MALFUNCTION OR FAILURE. THE ENG DRIVEN FUEL PUMP WAS TESTED AND FOUND TO BE DEVELOPING LESS THAN THE MANUFACTURER'S SPECIFIED PRESSURE. AN EXAMINATION OF THE FUEL PUMP REVEALED A BRITTLE AND CRACKED RUBBER DIAPHRAM. THE ENGINE HAD A TOTAL TIME OF 2,932 HOURS, 982 HOURS SMOH AND THE ORIGINAL SAFETY WIRES WERE STILL IN USE ON THE FUEL PUMP.

Brief of Accident (Continued)

File No. - 1956

10/16/84

SAN PEDRO, CA

A/C Reg. No. N7470E

Time (Lc1) - 1421 PDT

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

Finding(s)

1. FUEL SYSTEM,PUMP - OTHER
 2. FUEL SYSTEM,PUMP - PRESSURE TOO LOW
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1928

5/02/84

MEEKER, CO

A/C Reg. No. N1090A

Time (Lc1) - 1530 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -GARY LUEBS
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - HUGHES 369D
Landing Gear - HIGH SKID
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/012 KTS
Visibility - 15.0 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
MEEKER, CO
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,COMMERCIAL
SE SEA
HELICOPTER

Age - 27
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 369D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1482
Make/Model- 69
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 22
Last 90 Days- 59
Rotorcraft - 1401

Instrument Rating(s) - NONE

-----Narrative-----

DURING SLOW (35-40 KTS) CRUISE FLT AT ABOUT 50 FT AGL IN MOUNTAINOUS TERRAIN FOR WILDLIFE SURVEY, PWR LOSS OCCURRED. AUTO SYSTEMS BRIEFLY RESTORED PWR, FOLLOWED BY A TTL LOSS. PLT EXECUTED EMERGENCY AUTOROTATION INTO TREES ON SLOPING TERRAIN. INVESTIGATION ESTABLISHED FUEL SYSTEM INTEGRAL, AUTO IGNITION FUNCTIONAL AND ENGINE AIR INTAKE CLEAR. ON FUNCTIONAL TEST, ENGINE PERFORMED TO SPECIFICATIONS.

Brief of Accident (Continued)

File No. - 1928

5/02/84

MEEKER,CO

A/C Reg. No. N1090A

Time (Lcl) - 1530 MDT

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1926

5/26/84

PAONIA, CO

A/C Reg. No. N6231X

Time (Lcl) - 1420 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 340A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PAONIA, CO
Destination
SALIDA, 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 - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2353	Last 24 Hrs	-	3
Make/Model	-	440	Last 30 Days	-	UNK/NR
Instrument	-	121	Last 90 Days	-	80
Multi-Eng	-	440			

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT REPORTED THAT AT ABOUT 200 FT (AGL) ON INITIAL CLIMB FROM TAKEOFF, A COMPLETE POWER LOSS WAS EXPERIENCED ON THE LEFT ENGINE. HE STATED THE LEFT PROPELLER WAS FEATHERED, BUT THE AIRCRAFT WOULD NOT HOLD ALTITUDE AT RECOMMENDED SINGLE-ENGINE SPEED DURING A GRADUAL TURN BACK TO THE AIRPORT, NECESSITATING A FORCED LANDING ATTEMPT ON A PAVED ROAD. AFTER TOUCHDOWN, THE AIRCRAFT DEPARTED THE HARD SURFACE, CROSSED AN EMBANKMENT AND CAME TO REST IN A FIELD. INVESTIGATION REVEALED NO MALFUNCTION OR FAILURE IN THE LEFT ENGINE. INVESTIGATION FURTHER FOUND THE LEFT PROP CONTROL IN HIGH PITCH VS FEATHER AND THE FUEL SELECTORS ON AUXILIARY TANKS, CONTRARY TO AIRCRAFT FLIGHT MANUAL INSTRUCTIONS. THE MANUFACTURER STATES THAT TAKEOFF ON AUX TANKS WITH 10 GALS CAN UNPORT THE ENGINE FEED PORT. THE PILOT STATED HE SWITCHED BOTH ENGINES TO AUX TANKS DURING ATTEMPT TO RECOVER POWER.

Brief of Accident (Continued)

File No. - 1926

5/26/84

PAONIA, CO

A/C Reg. No. N6231X

Time (Lc1) - 1420 MDT

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
 4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
 5. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - DETERIORATED
 6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1927 6/28/84 BROOMFIELD, CO A/C Reg. No. N3713H Time (Lcl) - 0821 MDT

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

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

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

Make/Model	- MOONEY M20J	Eng Make/Model	- LYCOMING IO-360-A3B6D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2740	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BROOMFIELD, CO	
Completeness	Destination	Airport Data
Basic Weather	STERLING, CO	Runway Ident
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 367	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 22	Make/Model - 364	Last 30 Days - UNK/NR
	Aircraft Type - M20J	Instrument - UNK/NR	Last 90 Days - 4
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD BEEN IDLE FOR 40 DAYS AND WAS REFUELED TO CAPACITY WITH 30 GALS THE NIGHT BEFORE THE FLIGHT. PLT AND PASS WERE DEPARTED AT 0819 FOR A SCHEDULED 0830 MEETING 150 MILES AWAY. ON INITIAL CLIMB, PLT REPORTED A POWER LOSS. ACFT OBSERVED TO DECELERATE IN A SHALLOW GLIDE, EXECUTE BRIEF TURNS IN BOTH DIRECTIONS, BEFORE THE STALL AND SPIN TO VERTICAL IMPACT. WATER AND SILIANCEOUS (SAND) PARTICLES WERE FOUND IN FUEL INJECTOR LINES, SERVO AND SCREEN.

Brief of Accident (Continued)

File No. - 1927

6/28/84

BROOMFIELD,CO

A/C Reg. No. N3713H

Time (Lcl) - 0821 MDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - CONTAMINATION
-

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

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1977 7/18/84 LONGMONT, CO

A/C Reg. No. N57394

Time (Lcl) - 1800 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-E1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 090/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BROOMFIELD, CO

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1180

Make/Model- 300

Instrument- 99

Multi-Eng - 15

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LIFT OFF FROM A TOUCH-AND-GO LANDING, THE ENGINE SPUTTERED AND LOST POWER. A FORCED LANDING WAS PERFORMED IN A FIELD WHERE THE AIRCRAFT STRUCK A DIRT BANK AND NOSED OVER. NO REASON WAS FOUND FOR THE POWER LOSS.

Brief of Accident (Continued)

File No. - 1977

7/18/84

LONGMONT, CO

A/C Reg. No. N57394

Time (Lc1) - 1800 MDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - DIRT BANK

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1915 8/07/84 HOLYOKE, CO A/C Reg. No. N2090J Time (Lcl) - 0830 MDT

-----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	1
Accident Occurred During	-LANDING	NONE	Pass	0	0	0

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

Make/Model	- CESSNA 188	Eng Make/Model	- CONTINENTAL TS10-520-T	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 310 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 270/005 KTS	- UNK/NR
Visibility	- 50.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	- UNK/NR
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- UNK/NR
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- UNK/NR

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2070	Last 24 Hrs - 2
SE LAND	Months Since - 10	Make/Model- 2070	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 17	Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL AFTER LANDING WITH A REAR RIGHT QUARTERING CROSSWIND REPORTED AT 5 KTS. USE OF OPPOSITE RUDDER AND BRAKING WAS INEFFECTIVE IN REGAINING DIRECTIONAL CONTROL. THE PILOT REPORTED NO RESPONSE FROM THE LEFT BRAKE AND STATED BETTER BRAKE MAINTANANCE COULD HAVE PREVENTED THE ACCIDENT. THE AIRCRAFT VEERED OFF THE RUNWAY AND STRUCK A DITCH.

Brief of Accident (Continued)

File No. - 1915

8/07/84

HOLYOKE, CO

A/C Reg. No. N2090J

Time (Lcl) - 0830 MDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
 2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. WEATHER CONDITION - CROSSWIND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE
-

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) 1

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. - 1989 8/10/84 UNKNOWN,CO A/C Reg. No. N4584A Time (Lc1) - 1300 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
DESTROYED					
Fire	Crew	1	0	0	0
UNK/NR	Pass	1	0	0	0

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

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

Make/Model - CESSNA L-19E	Eng Make/Model - CONTINENTAL D-470-15	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2430	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 213 HP	

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRANBY,CO
Destination
DENVER,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 - UNK/NR

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

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

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT IS STILL MISSING.

Brief of Accident (Continued)

File No. - 1989

8/10/84

UNKNOWN,CO

A/C Reg. No. N4584A

Time (Lc1) - 1300 MDT

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2000 10/28/84 LONGMONT, CO A/C Reg. No. N758CG Time (Lcl) - 1400 MST

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

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

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

Make/Model	- CESSNA R172K	Eng Make/Model	- CONTINENTAL IO-360-KB1B	ELT Installed/Activated	- YES/NO
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
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	ERIE, CO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	LONGMONT
Wind Dir/Speed	- 120/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 60.0 SM	Type of Flight Plan	- 11
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	- 4200/ 60
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total	- 172
SE LAND	Months Since - UNK/NR	Make/Model	- 11
	Aircraft Type - UNK/NR	Instrument	- 2
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED A STRONG GUST OF WIND FROM THE RIGHT AND LOST DIRECTIONAL CONTROL. THE ACFT STRUCK THE GROUND WITH THE LEFT WING TIP AND NOSE AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2000

10/28/84

LONGMONT, CO

A/C Reg. No. N758CG

Time (Lcl) - 1400 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. TERRAIN CONDITION - GROUND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1844 7/05/84 ELLINGTON,CT

A/C Reg. No. N9077G

Time (Lcl) - 1115 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - ROBINSIN R22
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELLINGTON,CT
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
HELICOPTER

Age - 30

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1740	Last 24 Hrs	- 8
Make/Model	- 1200	Last 30 Days	- UNK/NR
Instrument	- 80	Last 90 Days	- 90
Multi-Eng	- 25	Rotorcraft	- 185

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER BEING DIRECTED TO DO SO BY THE ARPT MGR THE PILOT WAS AIR TAXIING TO PARKING WHEN THE MAIN ROTOR BLADES CONTACTED ONE MAIN ROTOR BLADE OF A PARKED BELL 206. THE PILOT RELATED THAT HE ASSUMED HE WOULD CLEAR THE 206 SINCE HE WAS WATCHING THE AIRPORT MGR DIRECT HIS MOVEMENT.

Brief of Accident (Continued)

File No. - 1844

7/05/84

ELLINGTON, CT

A/C Reg. No. N9077G

Time (Lc1) - 1115 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAXI - AERIAL

Finding(s)

1. AIR/GROUND COMMUNICATIONS - POOR - AIRPORT PERSONNEL
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1891 7/15/84 THOMASTON,CT A/C Reg. No. N65805 Time (Lcl) - 1630 EST

-----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 - SCHWEIZER SGS 2-33A	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1040	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	OFF AIRPORT/STRIP
Method - N/A	WATERBURY,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
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)
CFI	Current - UNK/NR	Total - 1200
NONE	Months Since - UNK/NR	Make/Model- 600
GLIDER	Aircraft Type - UNK/NR	Instrument- 12
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER MADE AN OFF-ARPT LANDING AFTER ENCOUNTERING UNEXPECTED STRONG HEAD WINDS IN A RAPIDLY CHANGING FLOW OF MARINE AIR. THE ACFT CLEARED OBTCLES ON FINAL BUT YAWED AND LANDED IN A CRAB CONDITION DAMAGING THE FUSELAGE AND WING TIP WHEEL.

Brief of Accident (Continued)

File No. - 1891

7/15/84

THOMASTON, CT

A/C Reg. No. N65805

Time (Lc1) - 1630 EST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1878 6/30/84 NICEVILLE, FL A/C Reg. No. N32538 Time (Lcl) - 1016 CDT

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K145	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TYNDALL AFB, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RUCKEL
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3300/ 75
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5390
SE LAND,ME LAND	Months Since - 12	Make/Model- 160
	Aircraft Type - UNK/NR	Instrument- 655
		Multi-Eng - 4830
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES SHORT OF THE RWY AFTER THE ENGINE QUIT ON FINAL APPROACH. THE ENGINE FAILED FROM INTERNAL FAILURE OF THE CRANKSHAFT GEAR RETENTION SYSTEM. A TEARDOWN REVEALED THAT THE CRANKSHAFT GEAR BOLT HAD BACKED OUT & THE BOLT HEAD WAS NOTED TO HAVE CONTACTED THE OIL PUMP DRIVE TANK. ALSO, THERE WAS EVIDENCE THAT FOREIGN MATERIAL HAD PASSED THRU THE GEAR SYS. THE SOURCE OF THE MATERIAL WAS FROM SEVERELY SPALLED TAPPETS. THE CRANKSHAFT GEAR DOWEL PIN WAS SHEARED. SEVERAL CAMSHAFT LOBES WERE WORN WITH CORRESPONDING TAPPET FACE SPALLING. THE INITIAL SOURCE OF THE FAILURE MODE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1878

6/30/84

NICEVILLE, FL

A/C Reg. No. N32538

Time (Lc1) - 1016 CDT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY, CAMSHAFT - WORN
4. ENGINE ASSEMBLY, PUSH ROD - WORN
5. ACCESSORY DRIVE ASSY, DRIVE GEAR - FOREIGN OBJECT
6. ACCESSORY DRIVE ASSY, DRIVE GEAR - FAILURE, PARTIAL
7. ACCESSORY DRIVE ASSY, DRIVE GEAR - DISCONNECTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1827 7/22/84 ZOLFO SPRINGS, FL A/C Reg. No. N6265X Time (Lc1) - 1737 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

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

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEY WEST, FL
Destination
ORLANDO, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - VFR
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 - 18
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total	189
Make/Model-	61
Instrument-	4
Multi-eng -	0
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	14
Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PRE-FLT WX BRIEFING, THE NON-INSTRUMENT RATED PLT WAS ADVISED OF NUMEROUS THUNDERSTORMS ALONG HIS PROPOSED ROUTE OF FLT & THAT VFR FLT WAS NOT RECOMMENDED. WHILE EN ROUTE, HE CONTACTED MIAMI CENTER, REQUESTED FLT FOLLOWING & WAS INSTRUCTED TO MAINTAIN VFR. IN THE VICINITY OF NUMEROUS LVL 3 & 4 PRECIPITATION AREAS, THE PLT INQUIRED ABOUT THE WX AHEAD & WAS PROVIDED VECTORS TO THE CLEAREST AREA. HOWEVER, RADIO & RADAR CONTACT WERE LOST & THE ACFT CRASHED. A WITNESS NEAR THE CRASH SITE SAW THE ACFT FALLING WITHOUT WINGS JUST PRIOR TO IMPACT. HE NOTED THAT THERE WAS A DARK CLOUD BEHIND THE ACFT, LIGHT RAIN WAS FALLING & THE SURFACE WIND WAS FROM THE EAST & WAS GUSTING. THE WINGS, CABIN DOOR & ELEVATOR COUNTERWEIGHTS WERE FOUND ABOUT 1/2 MI WEST OF THE FUSELAGE. THE WINGS HAD FAILED UPWARD, THE VERTICAL STABILIZER HAD SEPARATED AT THE TOP OF THE TAILCONE & THE ENTIRE TAILCONE HAD BROKEN FROM THE FUSELAGE. NO PREEXISTING CRACKS OR FATIGUE WAS FOUND. THE PLT'S LAST MEDICAL CERTIFICATE WAS DATED 4/6/81.

Brief of Accident (Continued)

File No. - 1827

7/22/84

ZOLFO SPRINGS, FL

A/C Reg. No. N6265X

Time (Lc1) - 1737 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - THUNDERSTORM
7. WEATHER CONDITION - RAIN
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

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

Finding(s)

12. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
13. WING - OVERLOAD
14. STABILIZER - OVERLOAD
15. WING - SEPARATION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,10,12

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1897 7/22/84 PANAMA CITY, FL A/C Reg. No. N3783G Time (Lcl) - 1145 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		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	-LANDING						

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

Make/Model	- MOSLEY HIGH SCHOOL ACRO - SPORT	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- NO	-N/A
Landing Gear	- UNK/NR	Number Engines	- 1	Stall Warning System	- UNK/NR	
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 150 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 040/011 KTS	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 2700 FT SCATTERED	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN
		FORCED LANDING

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

Pilot-In-Command	Age - 60	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	- UNK/NR	Total - 20000
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model - 1
	Aircraft Type	- UNK/NR	Instrument - 3000
			Multi-Eng - 15000
			Last 24 Hrs - 1
			Last 30 Days - UNK/NR
			Last 90 Days - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INADVERTANTLY SHUT OFF THE MIXTURE WHEN HE RETARDED THE THROTTLE FOR LANDING. WHEN THE THROTTLE WAS LATER ADVANCED THE ENGINE DID NOT RESPOND. THE PLT TOOK NO CORRECTIVE ACTION TO RESTART THE ENGINE AND MADE A FORCED LANDING SHORT OF THE ARPT. THE PLT DID SUGGEST THAT THE MIXTURE AND THROTTLE BE FURTHER SEPARATED AND DIFFERENTIATED TO HELP AVOID THIS SITUATION AND THAT OTHER PLT/OWNERS/BUILDERS BE ADVISED OF THE POTENTIAL PROBLEM.

Brief of Accident (Continued)

File No. - 1897

7/22/84

PANAMA CITY, FL

A/C Reg. No. N3783G

Time (Lc1) - 1145 CDT

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

Finding(s)

1. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), CONTROL LOCATION - MANUFACTURER
3. STARTING PROCEDURE - NOT USED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT USED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1932 8/05/84 CEDAR KEY, FL A/C Reg. No. N102AV Time (Lcl) - 1148 EDT

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

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

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 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	ST. PETERSBURG, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GEORGE T. LEWIS
Wind Dir/Speed- 170/004 KTS		Runway Ident - 05
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 2400/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 143
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED TOUCHDOWN WAS BEYOND RUNWAY NUMBERS. BRAKING WAS NOT INITIATED UNTIL HALFWAY DOWN THE 2400 FT LONG RWY. NO DECELERATION APPARENT EVEN WITH MAX PRESSURE APPLIED TO PEDALS. PLT DID NOT RPT ATTEMPT TO PUMP BRAKES OR USE ASSYMETRICAL BRAKING BUT WAS ABLE TO ACCOMPLISH SWERVE OFF TO SIDE BEFORE REACHING RUNWAY END, STRIKING VASI LIGHT. 3.9 HRS PIC THIS M/M ACFT. EXAMINATION OF ACFT BRAKES REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 1932

8/05/84

CEDAR KEY, FL

A/C Reg. No. N102AV

Time (Lcl) - 1148 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
2. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
6. OBJECT - APPROACH LIGHT/NAVAID

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1949

8/08/84

NAVARRE, FL

A/C Reg. No. N50402

Time (Lc1) - 1110 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -OTHER WORK USE

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -DESCENT

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

Make/Model - BELLANCA 8GCBC

Eng Make/Model - LYCOMING O-360-C2E

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

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- 310/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NAVARRE, FL

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

FT. WALTON BEACH

Runway Ident - UNK/NR

Runway Lth/Wid - 2300/ 65

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1902

Make/Model- 1561

Instrument- 132

Multi-Eng - 20

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS ENGAGED IN BANNER TOW PICK UP. PRIOR TO ENGAGING PICK UP LINE, ACFT STRUCK GROUND NOSE DOWN. GROUND SCARS RELATED TO IMPACT DAMAGE SHOW WINGS ROTATED 180 DEGREES FROM PATH OF FLIGHT PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 1949

8/08/84

NAVARRE, FL

A/C Reg. No. N50402

Time (Lcl) - 1110 CDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1944 8/14/84 FT. LAUDERDALE, FL A/C Reg. No. N74183 Time (Lc1) - 0720 EDT

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

Type Operating Certificate-AIR TRAVEL CLUB		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, INTL, CARGO	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 125	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI						

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

Make/Model	- DOUGLAS C-54	Eng Make/Model	- P&W R-2000	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 65000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 60	Rated Power	- 1450 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	FT. LAUDERDALE, FL	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	NASSAU	FT. LAUDERDALE HOLLYWOOD
Wind Dir/Speed	- 064/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 8.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 20000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, ME SEA	Months Since - 7	Make/Model - 3000	Last 30 Days - 41
	Aircraft Type - DC-4	Instrument - 0	Last 90 Days - 178

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD RETURNED FOR PRECAUTIONARY LANDING AFTER #4 ENGINE VIBRATION WAS NOTED 10 MINS INTO THE FLT. ACFT LANDED 4000 LBS OVER MAX ALLOWABLE LANDING WT. AFTER #4 ENGINE EXAMINATION THE ACFT WAS RELEASED FOR FLIGHT. AN EXCHANGE OF PILOT IN COMMAND WAS MADE AND THE ACFT TAXIED FOR TAKEOFF. DURING TAXI, THE NOSE GEAR COLLAPSED. INVESTIGATION REVEALED NOSE GEAR ASSEMBLY OVERLOAD FAILURE.

Brief of Accident (Continued)

File No. - 1944

8/14/84

FT. LAUDERDALE, FL

A/C Reg. No. N74183

Time (Lc1) - 0720 EDT

Occurrence NOSE GEAR COLLAPSED

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1877 8/22/84 ORLANDO, FL A/C Reg. No. N46271 Time (Lcl) - 1140 EDT

-----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 -STANDING		Other	0	0	0
					2

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO -N/A
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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ORLANDO EXECUTIVE
Wind Dir/Speed- 320/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1850
SE LAND,ME LAND	Months Since - 4	Make/Model- 1030
	Aircraft Type - UNK/NR	Instrument- 52
		Multi-Eng - 20
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA WAS PARKED SHORT OF THE RWY IN THE RUNUP AREA WHEN THE BOEING A75 TAXIIED INTO THE TAIL OF THE ACFT. THE BOEING PLT SAID HE DID NOT SEE THE PARKED ACFT.

Brief of Accident (Continued)

File No. - 1877

8/22/84

ORLANDO, FL

A/C Reg. No. N46271

Time (Lcl) - 1140 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1877 8/22/84 ORLANDO, FL A/C Reg. No. N711RS Time (Lcl) - 1140 EDT

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

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

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

Make/Model	- BOEING A75N1	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2717	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	ORLANDO EXECUTIVE
Wind Dir/Speed	- 320/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- UNK/NR
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6000	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 21	Make/Model - 1008	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 246	Last 90 Days - UNK/NR
		Multi-Eng - 1300	

Instrument Rating(s) - NONE

-----Narrative-----

THE TAILWHEEL EQUIPPED ACFT COLLIDED WITH A STOPPED CESSNA WHILE TAXIING TO TAKEOFF. THE CESSNA WAS IN THE RUNUP AREA. THE BOEING A75 ACFT PLT SAID HE FAILED TO SEE THE PARKED ACFT.

Brief of Accident (Continued)

File No. - 1877

8/22/84

ORLANDO, FL

A/C Reg. No. N711RS

Time (Lc1) - 1140 EDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1876 8/23/84 OCOEE, FL A/C Reg. No. N2067M Time (Lcl) - 1644 EDT

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISION C-20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 317 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 110/004 KTS	- N/A
Visibility	- 6.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- 4000 FT SCATTERED	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- HAZE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2573	Last 24 Hrs - 6
SE LAND, ME LAND, SE SEA	Months Since - 0	Make/Model - 120	Last 30 Days - 0
HELICOPTER	Aircraft Type - 206B	Instrument - 49	Last 90 Days - 47
		Multi-Eng - 485	Rotorcraft - 230

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ROLLED OVER DURING AN ATTEMPTED TAKEOFF WHEN ONE SKID BECAME STUCK IN THE SOFT TERRAIN. THE PLT HAD LANDED TO DEPLANE A PASSENGER AND UPON ATTEMPTING TO TAKEOFF THE PLT FOUND ONE SKID WAS STUCK. THE PLT CONTINUED TO APPLY TAKEOFF POWER AND THE ACFT PULLED UP AND ROLLED OVER. THE PLT SAID HE SHOULD HAVE BEEN MORE AWARE OF THE HAZARD OF THE TERRAIN.

Brief of Accident (Continued)

File No. - 1876

8/23/84

OC0EE,FL

A/C Reg. No. N2067M

Time (Lcl) - 1644 EDT

Occurrence ROLL OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SOFT
2. TERRAIN CONDITION - WET
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

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. - 1930 9/27/84 ORLANDO, FL A/C Reg. No. N5410C Time (Lcl) - 1918 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 270 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 060/021 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 700 FT
Lowest Ceiling - 700 FT BROKEN
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAWN

Itinerary

Last Departure Point
ST.PETERSBURG,FL
Destination
ORLANDO,FL

ATC/Airspace

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

Airport Proximity

ON AIRPORT

Airport Data

ORLANDO EXECUTIVE
Runway Ident - 07
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 23
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1330 Last 24 Hrs - 2
Make/Model- 380 Last 30 Days- UNK/NR
Instrument- 90 Last 90 Days- 190
Multi-Eng - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ENCOUNTERING MOD TURBULENCE AND STRONG WINDS ON FINAL APPROACH, WITH REPORTED SURFACE WINDS OF 25 KTS GUSTING TO 34 KTS, THE PLT ELECTED TO CONTINUE LANDING. DURING FLARE, GUSTING WINDS EXCEEDED ACFT PERFORMANCE CAPABILITY. PLT ATTEMPTED GO-AROUND BUT WAS UNABLE TO COMPENSATE FOR EXISTING CONDITIONS AND THE AIRCRAFT MADE GROUND CONTACT IN UNCONTROLLED FLIGHT.

Brief of Accident (Continued)

File No. - 1930

9/27/84

ORLANDO, FL

A/C Reg. No. N5410C

Time (Lc1) - 1918 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH WIND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. WEATHER CONDITION - GUSTS
7. WEATHER CONDITION - TURBULENCE
8. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. CLIMB - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1943 7/07/84 TERRY TOWN,GA A/C Reg. No. N50776 Time (Lcl) - 2130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	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 150J	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SOPERTON,GA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 210/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 2500 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 58	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE AIRCRAFT MANUVERING IN THE VICINITY OF THE ACCIDENT SITE AT ABOUT 100 FT AGL. A SECOND LOW PASS WAS EXECUTED, TERMINATING WITH A SHARP PULL UP TO A NEAR VERTICAL ATTITUDE. THE ACFT CLIMBED TO ABOUT 300 FT AGL, THE NOSE TUCKED UNDER AND THE ACFT DESCENDED TO THE GROUND IN A STEEP, NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1943

7/07/84

TERRY TOWN,GA

A/C Reg. No. N50776

Time (Lc1) - 2130 EDT

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

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
 3. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/SPIN
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1803 7/25/84 AUGUSTA, GA A/C Reg. No. N8978E Time (Lc1) - 1840 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries			
Name of Carrier	-EASTERN AIR LINES, INC.	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	4
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1	0	95
Accident Occurred During	-CRUISE						

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

Make/Model	- DOUGLAS DC-9-31	Eng Make/Model	- P&W JT8D-7B	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 104000	Engine Type	- TURBOFAN		
No. of Seats	- 104	Rated Power	- UNK/NR		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELETYPE	COLUMBIA, SC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	ATLANTA, GA		Runway Ident	- N/A
Wind Dir/Speed	- 250/006 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 11480	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 4153	Last 30 Days - UNK/NR
	Aircraft Type - DC-9	Instrument - UNK/NR	Last 90 Days - 187
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TURBULENCE ENCOUNTER A PAX STANDING IN THE REAR OF THE CABIN FELL AND SUFFERED A FRACTURED LEG. THE SEAT BELT SIGN WAS ILLUMINATED FOR THE ENTIRE FLT. AT THE DIRECTION OF THE CAPT, IN-FLT SERVICE BY THE FLT ATTENDANTS WAS TERMINATED. THE INJURED PAX ASKED A FLT ATTD IF HE COULD SMOKE. HE WAS DIRECTED TO GO AFT TO A SEAT IN THE SMOKING SECTION. THE PAX WENT AFT BUT COULD NOT FIND A SUITABLE SEAT AND ELECTED TO STAND IN THE AISLE. BOTH FLT ATTDs WERE BUSY SECURING THE GALLEY AND WERE NOT AWARE OF THE STANDING PAX.

Brief of Accident (Continued)

File No. - 1803

7/25/84

AUGUSTA,GA

A/C Reg. No. N8978E

Time (Lc1) - 1840 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
2. PASSENGER BRIEFING - NOT FOLLOWED - PASSENGER
3. SEAT BELT - NOT USED - PASSENGER
4. SUPERVISION - INADEQUATE - FLIGHT ATTENDANT

-----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. - 1875 8/07/84 PELHAM, GA A/C Reg. No. N3310J Time (Lcl) - 1400 EDT

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

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

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

Make/Model	- CESSNA T188C	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR	
Max Gross Wt	- UNK/NR	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 310 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- N/A
Wind Dir/Speed	- 300/010 KTS			Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
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, CFI	Current - YES	Total	- 3396
SE LAND, ME LAND	Months Since - 4	Make/Model	- 134
	Aircraft Type - UNK/NR	Instrument	- 113
		Multi-Eng	- 46
		Last 24 Hrs	- 11
		Last 30 Days	- UNK/NR
		Last 90 Days	- 230

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY DURING A FORCED LANDING AFTER THE ENGINE QUIT ON FINAL APPROACH. THE PLT REPORTED THAT HE HAD EXPERIENCED TROUBLE KEEPING THE ENGINE RUNNING AT LOW POWER SETTINGS.

Brief of Accident (Continued)

File No. - 1875

8/07/84

PELHAM,GA

A/C Reg. No. N3310J

Time (Lc1) - 1400 EDT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
 2. MAINTENANCE,ADJUSTMENT - DELAYED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1994 8/08/84 ELLIJAY, GA A/C Reg. No. N3272L Time (Lcl) - 0145 EDT

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

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

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

Make/Model - CESSNA 172H	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

<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 - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point JASPER, GA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data GLIMER CO.</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) STUDENT</p>	<p>Age - 19</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 - 115</p> <p>Make/Model- 15</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT AND PASSENGER WERE ON UNAUTHORIZED FLIGHT IN THE LOCAL AREA AT 0145 WHEN THE ACCIDENT OCCURED. ACCORDING TO THE STUDENT PILOT HE HAD RETURNED FROM A LOCAL FLT, PICKED UP A PAX, DEPARTED AGAIN AND HAD FLOWN FOR 30 TO 45 MINS BEFORE RETURNING TO JASPER FOR LANDING. THE AIRPORT HAD FOGGED IN WHEN THEY RETURNED SO THE PILOT DIVERTED TO A SECOND ARPT. HE MANAGED TO LOCATE THE AIRPORT BUT COULD ONLY SEE TWO GREEN LIGHTS ON ONE OF THE RWY BECAUSE OF FOG OBSCURING THE RUNWAY. THE PLT CONTENTED THE FLT WAS CONDUCTED BY THE AFT OWNER'S SOME WITH OUT HIS PERMISSION.

Brief of Accident (Continued)

File No. - 1994

8/08/84

ELLIJAY,GA

A/C Reg. No. N3272L

Time (Lc1) - 0145 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
 6. STOLEN AIRCRAFT/UNAUTHORIZED USE
-

-----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. - 1869 5/20/84 WAIPAHU, OAHU, HI A/C Reg. No. N4166Y Time (Lcl) - 1140 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	1	0
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 - BELLANCA 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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

Itinerary

Last Departure Point
HONOLULU, HI
Destination
HONOLULU, HI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- VARIABLE/020 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 737

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 13000 Last 24 Hrs - 9
Make/Model- 200 Last 30 Days- UNK/NR
Instrument- 3200 Last 90 Days- 41
Multi-Eng - 11800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI GAVE THE STUDENT A SIMULATED FORCED LANDING AND THE STUDENT SPIRALED DOWN TO 400 FT AGL. WHEN THE CFI SAID "I'VE GOT THE AIRPLANE" THE ACFT NOSE CAME UP AND THE ACFT STARTED TO SETTLE. THE CFI STATED HE APPLIED POWER BUT THE ACFT CONTINUED TO SETTLE, STALLING INTO A SUGAR CANE FIELD. THE CFI BLAMED THE ACCIDENT ON THE SLOW RESPONSE OF THE ENGINE. THE ENGINE WAS FUNCTIONALLY CHECKED AND NO DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 1869

5/20/84

WAIPAHU, OAHU, HI

A/C Reg. No. N4166Y

Time (Lcl) - 1140 HST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
 3. GO-AROUND - MISJUDGED - PILOT IN COMMAND(CFI)
 4. STALL - NOT CORRECTED - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1999 8/17/84 ALGONA, IA A/C Reg. No. N9387G Time (Lc1) - 0700 CDT

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

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

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

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO-520-D(23)	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 280 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	ALGONA, IA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 320/006 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 4000 FT	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 4000 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- HAZE				
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 7414	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 6	Make/Model - 530	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - SGS233A	Instrument - 229	Last 90 Days - UNK/NR
		Multi-Eng - 419	Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N9387G WAS FLYING AT AN ALTITUDE OF APRX 75 FEET AGL WHEN IT STRUCK POWER LINES WHILE MANEUVERING TO SPRAY A CORN FIELD. THE REPORTED WEATHER NEAR THE ACCIDENT SITE WAS: VISIBILITY 7 MILES, TEMPERATURE 73 DEGREES, LIGHT PRECIPITATION IN THE WAY OF RAIN WAS PRESENT AND FOG RESTRICTED VISIBILITY.

Brief of Accident (Continued)

File No. - 1999

8/17/84

ALGONA, IA

A/C Reg. No. N9387G

Time (Lcl) - 0700 CDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. OBJECT - WIRE, TRANSMISSION
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - 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

Finding(s)

7. TERRAIN CONDITION - GROUND
8. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1998

9/09/84

AKRON, IA

A/C Reg. No. N19JW

Time (Lcl) - 0850 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

Crew 1
Pass 0
Other 1

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

Make/Model - CESSNA 195A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3150
No. of Seats - 4

Eng Make/Model - JACOBS R755A2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 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- 150/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 7500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MAPLETON, IA
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

MUNICIPAL
Runway Ident - 34
Runway Lth/Wid - 2200/ 24
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 56
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 4200
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

N19JW, A CESSNA 195A AND N8783X, A CESSNA 182 DEPARTED MAPLETON, IA, AT APRX 0805 ON VFR FLT TO AKRON, IA, TO ATTEND A FLY-IN BREAKFAST. THE TWO ACFT DID NOT TRAVEL THE SAME ROUTE OF FLIGHT TO AKRON. N19JW CROSSED OVER THE MIDPOINT OF THE ARPT ON CROSSWIND THEN TURNED LEFT DOWNWIND AND LEFT BASE APRX 2 MILES FROM THE APPROACH END OF RWY 34. N8783X INTERCEPTED THE FINAL APPROACH TO RWY 34 AT A 45 DEGREE ANGLE. WITNESSES SAW BOTH ACFT WHEN THEY WERE TWO MILES SSE OF THE ARPT. N19JW WAS ABOVE AND SLIGHTLY BEHIND N8783X. WHEN THE ACFT WERE APRX 450 FT FROM THE END OF THE RWY THE PROP FROM N19JW CONTACTED THE WING OF N8783X. THE PLT OF N19JW RECEIVED FATAL INJURIES AND A PAX IN N8783X RECEIVED FATAL INJURIES. EXAMINATION OF BOTH ACFT WRECKAGES AFTER THE ACCIDENT REVEALED THAT THE RADIOS IN EITHER ACFT WERE NOT ON THE SAME FREQUENCY AND THE CORRECT RADIO FREQ FOR AN UNCONTROLLED ARPT WAS NOT SELECTED.

Brief of Accident (Continued)

File No. - 1998

9/09/84

AKRON,IA

A/C Reg. No. N19JW

Time (Lc1) - 0850 CDT

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1998 9/09/84 AKRON, IA A/C Reg. No. N8783X Time (Lcl) - 0850 CDT

-----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 1	1	0	0
Accident Occurred During	-APPROACH		Other 1	0	0	0

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

Make/Model - CESSNA 182D	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/006 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 7500 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 MAPLETON, IA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data MUNICIPAL</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 2200/ 24</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 317</p> <p>Make/Model- 317</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p>
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Instrument Rating(s) - NONE

-----Narrative-----

N19JW, A CESSNA 195A AND N8783X, A CESSNA 182 DEPARTED MAPLETON, IA, AT APRX 0805 ON A VFR FLT TO AKRON, IA, TO ATTEND A FLY-IN BREAKFAST. THE TWO ACFT DID NOT TRAVEL THE SAME ROUTE OF FLIGHT TO AKRON, N19JW CROSSED OVER THE MIDPOINT OF THE ARPT ON CROSSWIND THEN TURNED LEFT DOWNWIND AND LEFT BASE APRX 2 MILES FROM THE APPROACH END OF RWY 34. N8783X INTERCEPTED THE FINAL APPROACH TO RWY 34 AT A 45 DEGREE ANGLE. WITNESSES SAW BOTH ACFT WHEN THEY WERE TWO MILES SSE OF THE ARPT. N19JW WAS ABOVE AND SLIGHTLY BEHIND N8783X. WHEN THE ACFT WERE APRX 450 FT FROM THE END OF THE RWY THE PROP FROM N19JW CONTACTED THE WING OF N8783X. THE PLT OF N19JW RECEIVED FATAL INJURIES AND A PAX IN N8783X RECEIVED FATAL INJURIES. EXAMINATION OF BOTH ACFT WRECKAGES AFTER THE ACCIDENT REVEALED THAT THE RADIOS IN EITHER ACFT WERE NOT ON THE SAME FREQUENCY AND THE CORRECT RADIO FREQ FOR AN UNCONTROLLED ARPT WAS NOT SELECTED.

Brief of Accident (Continued)

File No. - 1998

9/09/84

AKRON, IA

A/C Reg. No. N8783X

Time (Lc1) - 0850 CDT

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1817 9/30/84 PRAIRIE CITY, IA A/C Reg. No. N8517L Time (Lcl) - 1000 CDT

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

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

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

Make/Model - RAVEN S55A	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1435	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALTOONA, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 43	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 205
NONE	Months Since - 23	Make/Model- 135
FREE BALLOON	Aircraft Type - S-55	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE HOT AIR BALLOON WAS AIRBORNE, THE SURFACE WINDS INCREASED TO 13 KTS. THE PLT INSTRUCTED BOTH PASSENGERS TO PREPARE FOR A HIGH WIND LANDING. CONTRARY TO THE PLT'S INSTRUCTIONS, THE PASSENGER, WHO BECAME INJURED, CROUCHED IN THE BOTTOM OF THE BASKET FOR THE LANDING. THE BALLOON BOUNCED 3 TIMES BEFORE COMING TO REST IN A SMALL DITCH. DURING THE LANDING, THE PASSENGER'S KNEE STRUCK AN ANGULAR FOOT RAIL WHICH WAS AROUND THE PERIMETER OF THE BASKET. THE RAIL HAD BEEN MADE OF HEAVY, SHARPLY ANGLED METAL. THE PASSENGER WAS HOSPITALIZED FOR A TORN QUADRICEP TENDON.

Brief of Accident (Continued)

File No. - 1817

9/30/84

PRAIRIE CITY, IA

A/C Reg. No. N8517L

Time (Lcl) - 1000 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1950 11/07/84 ALGONA, IA A/C Reg. No. N4312Z Time (Lcl) - 0930 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPENCER, IA	ALGONA MUNICIPAL
Wind Dir/Speed- 160/015 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3960/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1184
SE LAND, ME LAND	Months Since - 3	Make/Model- 10
	Aircraft Type - C-210	Instrument- 3
		Multi-Eng - 75
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 100 FT AGL AFTER TAKEOFF, ENG LOST PWR. PLT ATTEMPTED TO CIRCLE TO LAND ON CLOSEST RUNWAY BUT ENG WAS DEVELOPING INSUFFICIENT PWR TO MAINTAIN ALTITUDE IN TURN. ACFT TOUCHED DOWN 150 FT SHORT OF THRESHOLD. PLT DID NOT LEVEL WINGS PRIOR TO TOUCHDOWN. INVESTIGATION REVEALED FLAME TUBE IN MUFFLER DISINTEGRATED & FRAGMENTS BLOCKED EXHAUST. ACFT ANNUAL INSPECTION PERFORMED 30 FLT HRS PRIOR TO MISHAP.

Brief of Accident (Continued)

File No. - 1950

11/07/84

ALGONA, IA

A/C Reg. No. N4312Z

Time (Lcl) - 0930 CST

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

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - FAILURE, PARTIAL
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
 3. EXHAUST SYSTEM, MUFFLER - BLOCKED(PARTIAL)
-

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. - 1966 8/21/84 SHELLEY, ID A/C Reg. No. N6474L Time (Lcl) - 1340 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-25-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SHELLEY, ID
Destination
SHELLEY, ID

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4400 Last 24 Hrs - 5
Make/Model- 2200 Last 30 Days- 130
Instrument- 65 Last 90 Days- 315
Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INDICATED THAT HE WAS EN ROUTE TO SPRAY A LOCAL FIELD WHEN THE ENGINE BEGAN TO RUN ROUGH. HE DIVERTED TO AN AG STRIP NEARBY, BUT THE ENGINE CEASED OPERATION PRIOR TO REACHING THE STRIP. THE AIRCRAFT STRUCK AN IRRIGATION PIVOT DURING THE FORCED LANDING. THE AIRCRAFT WAS CONSUMED BY A POST CRASH FIRE. NO REASON FOR THE ENGINE FAILURE COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 1966

8/21/84

SHELLEY, ID

A/C Reg. No. N6474L

Time (Lcl) - 1340 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

-----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. - 1901

8/25/84

SHOSHONE, ID

A/C Reg. No. N7249D

Time (Lcl) - 0745 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-520-A1A
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
SHOSHONE, ID
Destination
TWIN 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

Wind Dir/Speed- 110/014 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - 12000 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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 49

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	- 6400	Last 24 Hrs	- 2
Make/Model	- 18	Last 30 Days	- UNK/NR
Instrument	- 1000	Last 90 Days	- 20
Multi-Eng	- 1000	Rotorcraft	- 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TAKEOFF FROM A WET ALFALFA FIELD. HIGH VEGETATION AND SOFT TERRAIN PREVENTED PROPER ACCELERATION TO LIFT OFF SPEED. THE NOSEWHEEL STRUCK AN EMBANKMENT AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1901

8/25/84

SHOSHONE, ID

A/C Reg. No. N7249D

Time (Lc1) - 0745 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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. - 1846 2/28/84 WHEELING, IL A/C Reg. No. N24187 Time (Lc1) - 1040 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - BEECHCRAFT A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 040/020 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CEDAR RAPIDS, IA
Destination
WHEELING, IL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PALWAUKEE
Runway Ident - 06L
Runway Lth/Wid - 3652/ 50
Runway Surface - N/A
Runway Status - N/A

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000
Make/Model- 195
Instrument- 185
Last 24 Hrs - 1
Last 30 Days- 10
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GO-AROUND WAS INITIATED ABOUT MIDFIELD AT WHAT ONE WITNESS ESTIMATED AS 6 IN ABOVE THE RWY. THE ACFT WAS BETWEEN 20 AND 50 FT ABOVE THE TREES WHEN IT ROLLED INTO A STEEP RIGHT ANGLE OF BANK WITH THE NOSE DROPPING SIMULTANEOUSLY. POST CRASH FIRE DESTROYED THE WRECKAGE. ON THE MORNING OF THE ACCIDENT THE PILOT OBTAINED A WX BRIEFING WARNING OF OCCASIONAL SEVERE TURBULENCE BELOW 10,000 AS WELL AS MODERATE ICING IN CLOUDS AS INDICATED BY SIGMET CHARLIE 7. AT IMPACT THE GEAR WERE IN TRANSIT AND THE FLAPS WERE PARTIALLY EXTENDED. WINDS AT THE TIME OF THE ACCIDENT WERE FROM 040 DEGREES AT 20 KTS GUSTING TO 40 KTS.

Brief of Accident (Continued)

File No. - 1846

2/28/84

WHEELING, IL

A/C Reg. No. N24187

Time (Lcl) - 1040 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - TURBULENCE
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND

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

Finding(s)

6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - TREE(S)
10. TERRAIN CONDITION - GROUND

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) 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. - 1872 5/20/84 MILLSTADT, IL A/C Reg. No. N8973L Time (Lcl) - 1435 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MILLSTADT, IL
Destination
MILLSTADT, IL

Airport Proximity
ON AIRSTRIP

Airport Data

RLA
Runway Ident - 27
Runway Lth/Wid - 1880/ 50
Runway Surface - GRASS/TURF
Runway Status - WET

ATC/Airspace

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

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

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

Age - 68
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - AA1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 965 Last 24 Hrs - 1
Make/Model- 76 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS STALLED DURING THE LANDING APPROACH OVER TREES TO AN 1800 FT STRIP. AFTER CLEARING THE TREES THE PLT REDUCED THE POWER TO IDLE WHILE APRX 30 FT AGL. THE ACFT STALLED, CONTACTED THE SOFT PLOWED SOIL AND NOSED OVER ABOUT 150 FT SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 1872

5/20/84

MILLSTADT,IL

A/C Reg. No. N8973L

Time (Lcl) - 1435 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1871 6/23/84 GENEVA, IL A/C Reg. No. N1537D Time (Lcl) - 2000 CDT

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

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

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

Make/Model	- BALLOON WORKS FIREFLY 7	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 900	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/015 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 2500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>GENEVA, IL</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 - STRAIGHT-IN</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - N/A</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 43	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 135
SE LAND	Months Since - 23	Make/Model- 50
FREE BALLOON	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-----

THE BALLOON DESCENDED IN AN AREA OF THUNDERSTORMS AND TURBULENCE AND COLLIDED WITH TREES. THE PLT SAID THE BALLOON "CAVED IN" AND DESCENDED RAPIDLY. THE PLTS HUSBAND AND A PASSENGER REVEALED THAT THE BALLOON WAS "VENTED" BY THE PLT TO LAND BEFORE REACHING A POWER STATION AFTER BEING "SUCKED" UP TOWARD A CLOUD. TWO OF THE 16 BALLOONIST ABORTED THE FLT BECAUSE OF THE WEATHER. THE ACCIDENT PLT SAW CLOUD BUILDUPS BEFORE DEPARTURE BUT WAS INFORMED THEY WERE DISSAPATING.

Brief of Accident (Continued)

File No. - 1871

6/23/84

GENEVA, IL

A/C Reg. No. N1537D

Time (Lcl) - 2000 CDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, MOTIVATION - PILOT IN COMMAND
4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

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

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) 2,4

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. - 1979 8/13/84 OSWEGO, IL A/C Reg. No. N58179 Time (Lcl) - 2023 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
NONE
Fire
NONE

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

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

Make/Model - CAMERON BALLOON VIVA 7
Landing Gear - N/A
Max Gross Wt - 960
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
PLAINFIELD, IL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - VIVA 7

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	-	66	Last 24 Hrs -	0
Make/Model-	26		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE PASSENGERS STATED THAT THE LANDING WAS NORMAL. ONE LADY SAID SHE LOST HER BALANCED AND THOUGHT SHE JUST SPRAINED HER ANKLE, BUT LEARNED LATER IT WAS BROKEN.

Brief of Accident (Continued)

File No. - 1979

8/13/84

OSWEGO, IL

A/C Reg. No. N58179

Time (Lc1) - 2023 CDT

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

Finding(s)

1. MISCELLANEOUS

-----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. - 1941 7/15/84 NORTH LIBERTY, IN A/C Reg. No. N6762W Time (Lcl) - 1310 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 330/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 2600 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
INDIANAPOLIS, IN

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 - 58
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 377
Make/Model- 56
Instrument- 0
Multi-Eng - 59
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD CHANGED DEPARTURE RUNWAY DUE TO SHIFTING WINDS OF 10-15 KTS, ELECTING RWY 18 WHEN WIND SEEMED FAVORABLE. ON INITIAL CLIMB, AIRCRAFT PERFORMANCE WAS INSUFFICIENT TO CLEAR TREES AT END OF RUNWAY. ACFT CAME TO REST IN TREES. ACFT MANUAL SPECIFIES 2500 FT DISTANCE TO CLEAR 50 FT OBSTACLE, NO-WIND, STANDARD DAY CONDITIONS. PLT STATED THE WIND SHIFTED TO A TAILWIND DURING THE TAKEOFF ROLL. REPORTED TEMP 81 DEGS, ARPT ELEVATION 700 FT MSL.

Brief of Accident (Continued)

File No. - 1941

7/15/84

NORTH LIBERTY, IN

A/C Reg. No. N6762W

Time (Lc1) - 1310 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
-

----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. - 1859 7/21/84 TROY, KS A/C Reg. No. N2730S Time (Lc1) - 0615 CDT

-----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	2

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

Fire NONE Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/009 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 341	Last 24 Hrs - 2
Make/Model- 300	Last 30 Days- 8
Instrument- 0	Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE ACFT COLLIDED WITH WIRES AND CRASHED. THE PLT HAD TRIED TO FLY UNDER THE WIRES BECAUSE THE ACFT WOULD NOT CLIMB OVER THEM. INVESTIGATION REVEALED THAT THE ACFT WAS OVERLOADED AND OUT OF BALANCE BY HAVING 2 MINOR PASSENGERS IN THE BAGGAGE COMPARTMENT WHICH HAD NO SEAT(S) OR SAFETY BELTS.

Brief of Accident (Continued)

File No. - 1859

7/21/84

TROY,KS

A/C Reg. No. N2730S

Time (Lc1) - 0615 CDT

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

Finding(s)

1. OBJECT - WIRE,STATIC
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1917 8/24/84 SATANTA,KS A/C Reg. No. N1386V Time (Lcl) - 1602 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	4
Accident Occurred During -LANDING							

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

Make/Model - CESSNA U206F	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SATANTA,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WICHITA,KS	FARM STRIP
Wind Dir/Speed- 180/020 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 - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 330
SE LAND	Months Since - 4	Make/Model- 144
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SELECTED 10 DEGREES OF FLAP FOR TAKEOFF WITH THE AIRCRAFT LOADED TO NEAR LIMITS FOR EXISTING CONDITIONS. THE AIRCRAFT BECAME AIRBORNE IN GROUND EFFECT AND WOULD NOT ACCELERATE TO FLYING SPEED, NECESSITATING A FORCED LANDING IN A SOYBEAN FIELD. POST-LANDING INVESTIGATION SHOWED THE FLAP SELECTOR IN THE 10 DEGREE DETENT BUT THE FLAPS FULL DOWN AT 40 DEGREES.

Brief of Accident (Continued)

File No. - 1917

8/24/84

SATANTA,KS

A/C Reg. No. N1386V

Time (Lcl) - 1602 CDT

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

Finding(s)

1. FLT CONTROL SYST,WING FLAP CONTROL - FAILURE,PARTIAL
2. FLT CONTROL SYST,WING FLAP CONTROL - FALSE INDICATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LOWERING OF FLAPS - NOT CORRECTED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - HIGH TERRAIN
7. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1952 10/31/84 CHANUTE,KS A/C Reg. No. N3074L Time (Lcl) - 1415 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Crew
Pass

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

Make/Model - CESSNA 310J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/016 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MARTIN JOHNSON
Runway Ident - 18
Runway Lth/Wid - 4256/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 47

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 860	Last 24 Hrs	- 2
Make/Model-	527	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	47
Multi-Eng	- 738		

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL THE LEFT MAIN LANDING GEAR COLLAPSED. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED SEVERAL MECHANICAL DISCREPANCIES. THE ONLY GEAR RELATED PROBLEM NOTED WAS THE LANDING GEAR LIMIT SWITCHES WERE OUT OF ADJUSTMENT BUT IT COULD NOT BE DETERMINED WHETHER THIS WAS A RESULT OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1952

10/31/84

CHANUTE,KS

A/C Reg. No. N3074L

Time (Lc1) - 1415 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1812 6/17/84 HOGDENVILLE, KY A/C Reg. No. N82989 Time (Lcl) - 2110 EDT

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

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

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

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - UNK/NR
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	HOGDENVILLE, KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DURING A LOW TURN TO FINAL A POWER LOSS OCCURRED. THE ACFT LANDED SHORT IN A PLOWED FIELD AND NOSED OVER. EXAMINATION OF THE ENGINE REVEALED NO MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1812

6/17/84

HOGDENVILLE, KY

A/C Reg. No. N82989

Time (Lc1) - 2110 EDT

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

Finding(s)
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1925

9/20/84

MURRAY, KY

A/C Reg. No. N1936X

Time (Lc1) - 1730 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 - TAXI

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 182H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CALLOWAY CO.
Runway Ident - UNK/NR
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 549
Make/Model- 326
Instrument- 44
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING TAXI FROM LANDING, THE LEFT WING TIP OF THE AIRCRAFT STRUCK THE CORNER OF THE MAIN HANGAR BUILDING. DAYLIGHT HOURS, CLEAR WEATHER AND DRY RAMP AREA CONDITIONS EXISTED AT THE TIME.

Brief of Accident (Continued)

File No. - 1925

9/20/84

MURRAY, KY

A/C Reg. No. N1936X

Time (Lcl) - 1730 CDT

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

Finding(s)

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

----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. - 1820 8/22/84 PLAIN DEALING, LA A/C Reg. No. N2356M Time (Lcl) - 1820 CDT

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

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

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

Make/Model	- AIRTRACTOR INC AT301	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5000	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 - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - 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</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5000</p> <p>Make/Model- 3000</p> <p>Instrument- 0</p> <p>Multi-eng - 0</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 235</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THAT THE ACFT MADE A DESCENDING LOW LEVEL TURN AT THE END OF A SPRAY RUN, NOSED OVER AND DOVE INTO THE SOYBEAN FLD BEING SPRAYED. THE PLT WAS NOT WEARING A SHOULDER HARNESS OR HELMET WHEN THE ACCIDENT OCCURRED. TOXICOLOGY RESULTS REVEALED A LOW LEVEL OF CHOLINESTERASE IN THE PLTS BLOOD. THE CHEMICAL BEING SPRAYED WAS METHYL PARATHION WHICH IS A CHOLINESTERASE INHIBITOR.

Brief of Accident (Continued)

File No. - 1820

8/22/84

PLAIN DEALING, LA

A/C Reg. No. N2356M

Time (Lc1) - 1820 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - 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. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1819 8/22/84 PECAN ISLAND, LA A/C Reg. No. N44307 Time (Lcl) - 1930 CDT

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

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

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

Make/Model - PIPER PA28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ICE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 232
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO THE WET CONDITION OF THE SOD STRIP THE PLT USED ONLY THE LAST 1,000 FT OF THE STRIP FOR THE TAKEOFF. DURING THE ROLL HE FELT THAT INSUFFICIENT RWY REMAINED AND INITIATED AN ABORTED TAKEOFF. UNABLE TO STOP HOWEVER THE PLT RESUMED THE ATTEMPTED TAKEOFF. THE ACFT COLLIDED WITH 20 TO 25 FT TALL TREES AT AN ALT OF APRX 15 FT AGL SEPARATING THE LEFT WING.

Brief of Accident (Continued)

File No. - 1819

8/22/84

PECAN ISLAND, LA

A/C Reg. No. N44307

Time (Lc1) - 1930 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 4. 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1896 7/08/84 NO. ANDOVER, MA A/C Reg. No. N1257P Time (Lcl) - 1415 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-23

Eng Make/Model - LYCOMING O-320-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 3800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 020/010 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NO. ANDOVER, MA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

LAWRENCE

Runway Ident - 32

Runway Lth/Wid - 3906/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 29

Biennial Flight Review.

Current - YES

Months Since - 11

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Last 24 Hrs - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER AT ABOUT 200 FT AGL DURING TAKEOFF. THE PLT FEATHERED THE RIGHT ENGINE AND THEN ELECTED TO LAND ON THE REMAINING RWY WHEN THE LEFT ENGINE LOST POWER. THE ACFT WENT OFF THE RWYS END WITH BRAKES LOCKED. WHEN THE ACFT WAS EXAMINED BY FAA ABOUT 2 OUNCES OF WATER WERE FOUND IN THE FUEL FILTER BOWL OF THE RIGHT ENGINE. EACH CARB CONTAINED ABOUT 2 TABLESPOONS OF WATER. THE SPARKPLUGS HAD ACCUMULATED A LARGE AMOUNT OF CARBON. ALL ELSE APPEARED NORMAL.

Brief of Accident (Continued)

File No. - 1896

7/08/84

NO. ANDOVER, MA

A/C Reg. No. N1257P

Time (Lc1) - 1415 EDT

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

Finding(s)

1. FLUID, FUEL - WATER
2. FUEL SYSTEM - CONTAMINATION
3. FUEL SYSTEM, FILTER - WATER
4. AIRCRAFT PREFLIGHT - PERFORMED - PILOT IN COMMAND
5. IGNITION SYSTEM, SPARK PLUG - CORRODED
6. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

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

Occurrence #3 OVERRUN
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) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1831 8/13/84 HARWICH, MA A/C Reg. No. N6129S Time (Lcl) - 1850 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	0
Accident Occurred During -MANEUVERING					None
					1

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

Make/Model - AIR & SPACE GYROPLANE 18A	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WESTERLY, RI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHATHAM, MA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .060 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 325
SE LAND	Months Since - 3	Last 24 Hrs - 3
GYROPLANE	Aircraft Type - 18A	Make/Model- 206
		Last 30 Days- 33
		Last 90 Days- 42
		Rotorcraft - 207

Instrument Rating(s) - NONE

-----Narrative-----

CRUISING AT 500 FT OVER WATER THE PLT ENCOUNTERED FOG. IN AN EFFORT TO MAINTAIN VISUAL CONTACT WITH THE SHORELINE THE PLT BEGAN A DESCENT AND BEGAN A TURN TO AVOID THE FOG. DURING THE DESCENDING TURN THE ACFT GOT LOW AND SLOW AND THE PLT WAS UNABLE TO CONTROL THE DESCENT. DESPITE FULL POWER THE ACFT FLEW INTO THE SHALLOW WATER.

Brief of Accident (Continued)

File No. - 1831

8/13/84

HARWICH, MA

A/C Reg. No. N6129S

Time (Lcl) - 1850 EDT

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
 4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1828 3/05/84 CUMBERLAND, MD A/C Reg. No. N6629L Time (Lcl) - 1107 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries				
Name of Carrier	-NICHOLSON AIR SERVICE INC	DESTROYED		Fatal		Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	1	0	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	2	0	0	0	0
Accident Occurred During	-APPROACH							

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

Make/Model	- PIPER PA-31	Eng Make/Model	- LYCOMING TI0540-A2B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 310 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	BALTIMORE, MD			
Completeness	- PARTIAL, LMTD BY PILOT	Destination		Airport Data	
Basic Weather	- IMC	CUMBERLAND, MD		CUMBERLAND	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- 23
Visibility	- 2.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 5050/ 150
Lowest Sky/Clouds	- 500 FT PART OBS	Type of Clearance	- IFR	Runway Surface	- N/A
Lowest Ceiling	- 2000 FT OVERCAST	Type Apch/Lndg	- ILS-LOCALIZER	Runway Status	- N/A
Obstructions to Vision	- FOG				
Precipitation	- DRIZZLE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 2143	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 12	Make/Model - 547	Last 30 Days - 61
	Aircraft Type - BE-76	Instrument - 200	Last 90 Days - 218
		Multi-Eng - 585	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROX 16 MIN PRIOR TO THE ACCIDENT THE PLT WAS CLEARED FOR THE LOCALIZER DME APPROACH. THE ACFT COLLIDED WITH THE MOUNTAINOUS TERRAIN ON A HDG OF ABOUT 220 DEGREES AT APPROX 8.5 DME ON A BEARING OF 051 DEGREES FROM THE ARPT. AS INDICATED ON THE LOC/DME RWY 23 APPROACH PLATE, THE MINIMUM ALTITUDE BETWEEN THE OUTER MARKER, 6.6 DME, AND 10 DME IS 3000 FT. ELEVATION AT THE ACCIDENT SITE WAS 2000 FT; ARPT ELEVATION WAS 776 FT. NO MECHANICAL MALFUNCTIONS WERE DISCOVERED DURING THE INVESTIGATION. POST CRASH FIRE CONSUMED MOST OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 1828

3/05/84

CUMBERLAND, MD

A/C Reg. No. N6629L

Time (Lc1) - 1107 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - FOG
 4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1885 4/09/84 LEONARDTOWN, MD A/C Reg. No. N3859C Time (Lcl) - 1110 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ATHENS, GA
Destination
WILDWOOD, NJ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ST. MARY'S CO.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 40

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1824	Last 24 Hrs -	7
Make/Model-	1344	Last 30 Days-	UNK/NR	
Instrument-	119	Last 90 Days-	34	
Multi-Eng -	173			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING ABOUT 1 MILE SW OF AN ADDED STOPPING POINT. THE PLT NOTED A LOWER THAN PLANNED GS AND THOUGHT HE SHOULD ADD A STOP FOR FUEL. DURING THE FLT HE HAD ENCOUNTERED ICING AND BECAUSE OF CLIMBS AND DESCENTS TO AVOID WX FOR ABOUT AN HOUR AND A HALF, THE CARBURETOR HEAT WAS USED WHICH ENRICHED THE MIXTURE. AFTER THE ACCIDENT THE ACFT WAS FOUND TO CONTAIN ABOUT 3 GALLONS OF FUEL. TWO GALLONS IN THE LEFT TANK AND ONE GALLON IN THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 1885

4/09/84

LEONARDTOWN, MD

A/C Reg. No. N3859C

Time (Lc1) - 1110 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
 3. FLUID, FUEL - LOW LEVEL
 4. PERFORMANCE DATA - INATTENTIVE - PILOT IN COMMAND
 5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 6. FLUID, FUEL - STARVATION
-

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

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1832

6/08/84

DAMASCUS, MD

A/C Reg. No. N25377

Time (Lcl) - 1715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GAITHERSBURG, MD

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3000

Make/Model- 330

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 100

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE A LOSS OF PWR WAS EXPERIENCED AND A FORCED LANDING INITIATED. AT ABOUT 300 FT AGL THE ENGINE BRIEFLY RESTARTED. THE FORCED LANDING WAS ABORTED AND THE CFI INITIATED A CLIMB BACK TOWARD THE ARPT. SHORTLY THEREAFTER THE ENGINE STOPPED AGAIN. THE EMERGENCY DESCENT WAS RESUMED AND A FORCED LANDING MADE DURING WHICH THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1832

6/08/84

DAMASCUS, MD

A/C Reg. No. N25377

Time (Lcl) - 1715 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI)
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. ABORTED LANDING - INITIATED - PILOT IN COMMAND(CFI)
 5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND(CFI)
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1836 8/25/84 PARK HALL, MD A/C Reg. No. N2987V Time (Lcl) - 0830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
PARK HALL, MD
Destination
DOVER, DE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PARK HALL
Runway Ident - 18
Runway Lth/Wid - 1860/ 200
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)
COMMERCIAL
SE LAND

Age - 75
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2013
Make/Model- 1813
Instrument- 360
Last 24 Hrs - 0
Last 30 Days- 3
Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT NOTED THAT THE ENGINE RAN ROUGH AT LOW RPM BUT SMOOTHED OUT AT HIGHER PWR SETTINGS. DESPITE THAT FINDING THE PLT ELECTED TO TAKEOFF BUT ABORTED AS HE REALIZED THAT HE WOULD NOT BE ABLE TO GET AIRBORNE BEFORE REACHING THE END OF THE RWY. AFTER TAXIING BACK TO THE TAKEOFF END OF THE RWY ANOTHER ENGINE RUNUP WAS PERFORMED AND A SECOND TAKEOFF WAS INITIATED. SHORTLY AFTER TAKEOFF, ACCORDING TO THE PLT, THE ACFT BEGAN TO LOSE PWR AND A LANDING WAS MADE IN UNIMPROVED TERRAIN BEYOND THE END OF THE RWY. THE NOSE GEAR HIT A HOLE CAUSING THE ACFT TO NOSE OVER. EXAMINATION OF THE WRECKAGE REVEALED THAT THE PROPELLER CONTROL WAS IN THE HIGH PITCH (LOW RPM) SETTING.

Brief of Accident (Continued)

File No. - 1836

8/25/84

PARK HALL, MD

A/C Reg. No. N2987V

Time (Lcl) - 0830 EDT

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

Finding(s)

1. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
5. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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. - 1806

9/10/84

GAITHERSBURG,MD

A/C Reg. No. N53J

Time (Lcl) - 1215 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - JETT SHOESTRING

Eng Make/Model - CONTINENTAL C-90-8F

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 90 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 15000 FT

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GAITHERSBURG,MD

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 - 53

Biennial Flight Review

Current - NO

Months Since - 25

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 365

Last 24 Hrs - UNK/NR

Make/Model- 109

Last 30 Days- UNK/NR

Instrument- 10

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT EXPERIENCED AN ENGINE POWER LOSS DURING THE INITIAL CLIMB AFTER TAKEOFF. THE ACFT WAS OBSERVED TO DESCEND NEAR VERTICALLY TO GROUND IMPACT. TEARDOWN OF THE ENGINE REVEALED DISCREPANCIES IN THE CARBURETOR ASSEMBLY. THE PLT HAD COMPLAINED OF CARBURETOR FLOAT PROBLEMS PRIOR TO THE FLT. THE EXACT CAUSE OF THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1806

9/10/84

GAITHERSBURG, MD

A/C Reg. No. N53J

Time (Lc1) - 1215 EDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - GROUND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1835 4/14/84 MECHANIC FALLS, ME A/C Reg. No. N38217 Time (Lc1) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

Fire NONE
Crew
Pass

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

Make/Model - EVANS VP-2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - VOLKSWAGON 1800CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

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

Itinerary

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

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 - TRAFFIC PATTERN

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 28
Last 24 Hrs - 8
Make/Model- 0
Instrument- 0
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT THE ACFT BECAME AIRBORNE INADVERTENTLY WHILE HIGH SPEED TAXI TESTING THE ENGINE. ON FINAL APCH BACK TO THE ARPT CONTROL WAS LOST AND THE ACFT FLEW INTO TREES PARALLEL TO THE RWY. NO MECHANICAL MALFUNCTION WAS FOUND BY INVESTIGATORS.

Brief of Accident (Continued)

File No. - 1835

4/14/84

MECHANIC FALLS, ME

A/C Reg. No. N38217

Time (Lc1) - UNK/NR

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

Finding(s)
1. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1833 5/12/84 ROCKLAND, ME A/C Reg. No. N700D Time (Lcl) - 1710 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
1

Minor
1
3

None
0
0

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

Make/Model - PIPER PA-31S 2
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-J2BD
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 198/010 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEWISTON, ME
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity
ON AIRPORT

Airport Data

ROCKLAND KNOX CO.
Runway Ident - 30
Runway Lth/Wid - 4000/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 46

Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 8925	Last 24 Hrs - UNK/NR
Make/Model- 6660	Last 30 Days- UNK/NR
Instrument- 1440	Last 90 Days- UNK/NR
Multi-Eng - 6660	Rotorcraft - 1080

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

FOLLOWING THE RWY 03 LOC APCH PLT DECIDED TO LAND STRAIGHT IN WITH A TAILWIND RATHER THAN CIRCLING BECAUSE OF LOW CLOUDS SURROUNDING THE ARPT. ACFT TOUCHED DOWN WITH APRX 2000 FT OF WET RWY REMAINING. ACFT TRAVELED OFF END OF RWY UNTIL IT CONTACTED AN EMBANKMENT. PLT STATED, HE THOUGHT THE FLAPS WERE RAISED DURING THE LANDING ROLL TO ASSIST IN THE BRAKING ACTION BUT LATER DISCOVERED THEY WERE STILL 1/2 EXTENDED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1833

5/12/84

ROCKLAND, ME

A/C Reg. No. N700D

Time (Lc1) - 1710 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 5. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
 6. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 7. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1980 8/12/84 MACKINAC ISLAND, MI A/C Reg. No. N7799P Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DETROIT, MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

MACKINAC ISLAND
Runway Ident - 26
Runway Lth/Wid - 3510/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 66

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1242	Last 24 Hrs -	3
Make/Model-	1242	Last 30 Days-	UNK/NR	
Instrument-	294	Last 90 Days-	15	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT DURING TAKEOFF, AT AN ALT OF 40 FEET AGL A LOSS OF POWER OCCURRED. HE REPORTED HE LANDED STRAIGHT AHEAD ON THE END OF THE RUNWAY. THE AIRPLANE CONTINUED INTO A FIELD OFF THE DEPARTURE END OF THE RWY, INTO WEEDS BEFORE IT STRUCK A STEEL FENCE POST. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE LEFT MAIN AND RIGHT AUX TANK WERE ONE INCH BELOW FULL WHEN VISUALLY CHECKED AND THE INDICATORS SHOWED FULL. THE LEFT AUX TANK WAS HALF FULL AND THE INDICATOR SHOWED EMPTY. THE RT MAIN TANK WAS EMPTY AND THE INDICATOR SHOWED 1/8 OF A TANK. THE FUEL SELECTOR WAS FOUND TO BE ON THE LEFT MAIN TANK BUT THE PILOT STATED HE SWITCHED TANKS AFTER THE ENGINE LOST POWER. THE PILOT STATED HE COULD NOT REMEMBER WHICH FUEL TANK HE TOOK OFF ON.

Brief of Accident (Continued)

File No. - 1980

8/12/84

MACKINAC ISLAND, MI

A/C Reg. No. N7799P

Time (Lc1) - 1645 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - 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)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1981 8/13/84 GROSS ILE,MI A/C Reg. No. N4453D Time (Lcl) - 1910 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	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	0	1
							0

-----Aircraft Information-----

Make/Model - LINDSAY DAVIS BENSON B8M	Eng Make/Model - MCCULLOCH 4318A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 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	GROSSE ILE,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GROSSE ILE
Wind Dir/Speed- 010/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 20
		Rotorcraft - 30

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS IN THE AIRPORT TRAFFIC PATTERN WHEN HE NOTICED THE ENG CYLINDER HEAD TEMP EXCEEDING THE RED LINE. HE ATTEMPTED TO LOWER THE TEMP BY REDUCING THE ENG RPM BUT COULD NOT MAINTAIN ALT. THE PILOT MANEUVERED THE ACFT TOWARD THE AIRPORT AND AT APRX 1000 FT FROM THE RWY, THE END QUIT. THE PILOT EXECUTED AN EMERGENCY LANDING IN THE WATER. EXAMINATION OF THE ENG AFTER THE ACCIDENT REVEALED A SCORCHED CYCLINDER.

Brief of Accident (Continued)

File No. - 1981

8/13/84

GROSS ILE,MI

A/C Reg. No. N4453D

Time (Lc1) - 1910 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
 2. ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE
 3. ENGINE ASSEMBLY,CYLINDER - BINDING(MECHANICAL)
-

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1937 5/25/84 CAMDENTON, MO A/C Reg. No. N7192S Time (Lcl) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 220/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CAMDENTON, MO
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 - 21
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 - 107
Make/Model- UNK/NR
Instrument- 9
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT FLYING LOW OVER A LAKE. AS IT APPROACH THE HOME OF THE PLT'S PARENTS, THE ACFT'S WINGS MOVED AS THOUGH WAVING, THEN THE ACFT ENTERED A STEEP CLIMB. AFTER REACHING ITS MAXIMUM HEIGHT FROM THE PULL-UP, THE ACFT ROLLED INTO A STEEP BANK, THEN ENTERED A STEEP DIVE & CRASHED INTO THE LAKE. ONE WITNESS REPORTED THAT AFTER THE ACFT PULLED UP, IT "WENT STRAIGHT DOWN AS THOUGH HE WAS PRACTICING A STALL." THE WRECKAGE WAS RETRIEVED FROM THE LAKE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1937

5/25/84

CAMDENTON,MO

A/C Reg. No. N7192S

Time (Lcl) - 1445 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. PULL-UP - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1899 7/09/84 NEELYVILLE, MO A/C Reg. No. N48313 Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - HILLER H-23D	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 305 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEELYVILLE, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 235/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1637
SE LAND	Months Since - 15	Make/Model- 1366
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 104

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ROLLED OVER DURING AN EMERGENCY LANDING. THE PLT CLAIMED THAT THE ROTOR DISENGAGED AT ABOUT 30 FT AGL DURING TAKEOFF. AFTER THE ACCIDENT THE UPPER HALF OF THE YOKE CONTROL WAS FOUND FRACTURED. A LAB REPORT STATED THAT NO MATERIAL DEFECTS WERE RELATED TO THE FAILURE. A VISUAL INSPECTION OF THE CLUTCH ASSEMBLY DID NOT INDICATE ANY REASON TO SUSPECT IT OF FAILURE.

Brief of Accident (Continued)

File No. - 1899

7/09/84

NEELYVILLE, MO

A/C Reg. No. N48313

Time (Lcl) - 0700 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
 2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 3. ROTOR RPM - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1860 8/04/84 MOUNT VERNON,MO A/C Reg. No. N57321 Time (Lcl) - 0815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	3

-----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-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT. VERNON,MO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MOUNT VERNON
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 - 1
Aircraft Type - PA28140

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 550
Make/Model- 1
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ROLLED FOWARD AND COLLIDED WITH A METAL HANGER AFTER THE PLT HAND PROPPED THE ACFT TO START IT. THE ACFT WAS TIED AT THE TAIL AND CHOCKED WITH THE PLTS OLDEST DAUGHTER ON THE FOOT BRAKES. IN SPITE OF THESE PRECAUTIONS THE ACFT GOT AWAY AND HIT THE BLDG.

Brief of Accident (Continued)

File No. - 1860

8/04/84

MOUNT VERNON, MO

A/C Reg. No. N57321

Time (Lc1) - 0815 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. OBJECT - AIRPORT FACILITY
 2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1863 10/06/84 HOUSE SPRINGS, MO A/C Reg. No. N8886L Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - GRUMMAN AA1B	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LEE'S SUMMIT, MO	MODERS
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1550/ 70
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 165
SE LAND	Months Since - 4	Make/Model- 165
	Aircraft Type - AA1B	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 7
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A CORNFIELD AFTER TAKEOFF. THE TAKEOFF WAS FROM A 1550 FT LONG, WET AND SOFT TURF RWY. THE ACFT LIFTED OFF NEAR THE END AND WOULD NOT CLIMB. THE ACFT STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 1863

10/06/84

HOUSE SPRINGS,MO

A/C Reg. No. N8886L

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 3. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1864 11/02/84 AURORA, MO A/C Reg. No. N5274P Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 135/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">AURORA, MO</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MUNICIPAL</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3000/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 23</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 847</p> <p>Make/Model- 2</p> <p>Instrument- 97</p> <p>Multi-Eng - 18</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 24</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED GEAR UP. THE STUDENT PLT PUT THE GEAR DOWN ON DOWNWIND AND THEN ON A PRE-LANDING CHECK ON FINAL APCH THE STUDENT RETRACTED THE GEAR. THE CFI SAID THE WARNING HORN NEVER SOUNDED AND SHE DID NOT NOTICE THAT THE GEAR WAS UP.

Brief of Accident (Continued)

File No. - 1864

11/02/84

AURORA, MO

A/C Reg. No. N5274P

Time (Lc1) - 1500 CST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - FAILURE, TOTAL
2. WHEELS UP LANDING - PERFORMED - DUAL STUDENT
3. CHECKLIST - IMPROPER - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1951 11/23/84 ROLLA, MO A/C Reg. No. N6852V Time (Lcl) - 1400 CST

-----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 - DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VICHY, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ROLLA DOWNTOWN
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2535/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 289
	Months Since - N/A	Make/Model- 289
	Aircraft Type - N/A	Instrument- 0
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING TO LAND ON RWY 09. THE WIND WAS RPTD TO BE 180 AT 5 KTS. THE PLT STATED THAT HE LANDED FAST AND LONG ON THE 2,535 FT LONG RWY. HE CONTINUED TO STATE THAT HE BEGAN BRAKING AND REALIZED THAT HE WOULD RUN OFF THE END OF THE RWY. THE PILOT INITIATED A GO-AROUND AND STALLED THE AIRCRAFT WHEN HE ATTEMPTED TO AVOID HITTING WIRES LOCATED AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1951

11/23/84

ROLLA, MO

A/C Reg. No. N6852V

Time (Lc1) - 1400 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT MAINTAINED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 6. WEATHER CONDITION - CROSSWIND
-

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) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1898 11/25/84 FULTON,MO

A/C Reg. No. N78247

Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - TEMCO GC-1B SWIFT
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-125-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - 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- 130/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
FULTON,MO
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
SE LAND
GLIDER

Age - 32
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 739	Last 24 Hrs - UNK/NR
Make/Model-	61	Last 30 Days- 9
Instrument-	2	Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LEFT THE RWY COLLIDED WITH A PILE OF BRUSH AND NOSED OVER DURING TAKEOFF. A X-WIND OF 90 DEGREES AT 8-14 KTS AFFECTED THE TAKEOFF. THE PLT SAID HE DELAYED THE ABORT TOO LONG AFTER THE ACFT STARTED HEADING OFF THE RWY THINKING HE COULD BECOME AIRBORNE.

Brief of Accident (Continued)

File No. - 1898

11/25/84

FULTON,MO

A/C Reg. No. N78247

Time (Lc1) - 1615 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 5. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1934 8/21/84 IUKA, MS A/C Reg. No. N7136R Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0	
Accident Occurred During -LANDING			0	0	0	2	

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	IUKA
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1180
SE LAND	Months Since - UNK/NR	Make/Model- 896
	Aircraft Type - PA-28	Instrument- 6
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

ON INITIAL CLIMB FROM TAKE-OFF, A PARTIAL POWER LOSS OCCURRED. CARB HEAT WAS SELECTED BUT PWR REMAINED AT A LEVEL TOO LOW TO SUSTAIN ALTITUDE AND A FORCED LANDING WAS EFFECTED IN ROUGH, WOODED TERRAIN. INVESTIGATION REVEALED NO DISCREPANCIES IN THE FUEL OR IGNITION SYSTEMS. THE ALTERNATE DUCT FOR INDUCTION AIR (CARB HEAT ON) WAS FOUND TO BE ALMOST TOTALLY BLOCKED BY A MUD DAUBER NEST. THE NORMAL INDUCTION AIR DUCT AND FILTER WERE IMPACT DAMAGED AND EVIDENCE OF BLOCKAGE COULD NOT BE CONCLUSIVELY DETERMINED. THE AIRCRAFT ANNUAL INSPECTION WAS 5 MONTHS OVERDUE.

Brief of Accident (Continued)

File No. - 1934

8/21/84

IUKA, MS

A/C Reg. No. N7136R

Time (Lc1) - 1815 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,DUMP VALVE - BLOCKED(PARTIAL)
 2. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1907 10/19/84 TUNICA, MS A/C Reg. No. N7867 Time (Lc1) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6075	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - 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;">ON AIRSTRIP</p> <p>Airport Data</p> <p>COONER AIRSTRIP</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 1700 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 20</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 6000</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 3000</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 75</td> <td>Last 90 Days- 200</td> </tr> <tr> <td>Multi-Eng - 25</td> <td></td> </tr> </table>	Total - 6000	Last 24 Hrs - 0	Make/Model- 3000	Last 30 Days- UNK/NR	Instrument- 75	Last 90 Days- 200	Multi-Eng - 25	
Total - 6000	Last 24 Hrs - 0									
Make/Model- 3000	Last 30 Days- UNK/NR									
Instrument- 75	Last 90 Days- 200									
Multi-Eng - 25										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TAKEOFF FROM AN AGRICULTURAL SITE WHICH HAD SOFT SPOTS FROM WET CONDITIONS. DIRECTIONAL CONTROL WAS LOST WHEN ONE MAIN WHEEL ENCOUNTERED A SOFT SPOT. THE AIRCRAFT VEERED INTO A PLOWED FIELD AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 1907

10/19/84

TUNICA, MS

A/C Reg. No. N7867

Time (Lc1) - 1430 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - WET
3. TERRAIN CONDITION - SOFT
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1916 6/16/84 LUSTRE, MT A/C Reg. No. N9311T Time (Lc1) - 1445 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 180C	Eng Make/Model	- CONTINENTAL O-470-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/018 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 669
NONE	Months Since - 2	Make/Model- 446
	Aircraft Type - UNK/NR	Instrument- 53
		Multi-Eng - 10
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DUE TO STRONG CROSSWIND CONDITIONS AT THE PREPARED LANDING STRIP, THE PILOT ELECTED TO LAND IN AN OPEN FIELD. ON TOUCHDOWN, THE RIGHT MAIN LANDING GEAR ENCOUNTERED A HOLE, BREAKING THE MOUNTING STRUCTURE AND COLLAPSING THE GEAR. A GROUND LOOP ENSUED. THE PILOT STATED AVOIDANCE OF UNKNOWN, UNIMPROVED LANDING AREAS WOULD PREVENT SUCH MISHAPS.

Brief of Accident (Continued)

File No. - 1916

6/16/84

LUSTRE, MT

A/C Reg. No. N9311T

Time (Lcl) - 1445 MDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR - OVERLOAD
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE
 4. WEATHER CONDITION - UNFAVORABLE WIND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1905 6/16/84 KALISPELL, MT A/C Reg. No. N3985G Time (Lcl) - 1045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA T-206
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3500
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-C
Number Engines - 1
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- 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
SHEAFFERS MEADO, MT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

KALISPELL
Runway Ident - 30
Runway Lth/Wid - 3600/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 60

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 26000	Last 24 Hrs	- 3
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	2500	Last 90 Days-	15
Multi-Eng	- 25000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED COMPLETE POWER LOSS WHILE TURNING FINAL. ATTEMPTS TO RESTORE PWR WERE UNSUCCESSFUL AND THE AIRCRAFT WAS LANDED HARD IN THE GRASS SHORT OF RWY. INVESTIGATION FAILED TO REVEAL EVIDENCE OF ENGINE MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1905

6/16/84

KALISPELL, MT

A/C Reg. No. N3985G

Time (Lc1) - 1045 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1985 7/20/84 RICHEY, MT A/C Reg. No. N24111 Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - SIKORSKY S-55B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 7200
No. of Seats - 1

Eng Make/Model - CURTIS WRIGHT R-1300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 800 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/005 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
RICHEY, MT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 48

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - 500D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3422	Last 24 Hrs	- UNK/NR
Make/Model-	65	Last 30 Days-	UNK/NR
Instrument-	115	Last 90 Days-	UNK/NR
Multi-Eng -	15	Rotorcraft -	2400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE LANDED IN A PASTURE WHERE HE INTENDED TO REFUEL. DURING THE LANDING ROLL, ONE OF THE WHEELS DROPPED INTO A HOLE, CAUSING THE MAIN ROTOR BLADE TO FLEX DOWNWARD AND SEVERE THE TAILBOOM.

Brief of Accident (Continued)

File No. - 1985

7/20/84

RICHEY,MT

A/C Reg. No. N24111

Time (Lc1) - 1030 MDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. MISC ROTORCRAFT, TAIL BOOM - SEPARATION

----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. - 1911

7/27/84

HAVRE, MT

A/C Reg. No. NCGONG

Time (Lcl) - 1720 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	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	6

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V0
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 100/015 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
PINCHER CREEK, CD
Destination
MINOT, SD

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

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 - 748
Make/Model- 400
Instrument- 0
Multi-Eng - 400
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT WITH FIVE ADULTS AND TWO INFANTS ON BOARD, THE PILOT NOTED LEFT ENGINE OIL PRESSURE DECREASING AND A VISIBLE OIL LEAK. ENGINE SHUTDOWN AND PROPELLER FEATHER WERE ACCOMPLISHED BUT ALTITUDE COULD NOT BE MAINTAINED. A FORCED LANDING WAS PERFORMED IN AN OPEN FIELD. AN "O" RING FAILURE WAS FOUND ON THE LEFT ENGINE.

Brief of Accident (Continued)

File No. - 1911

7/27/84

HAVRE,MT

A/C Reg. No. NCGONG

Time (Lc1) - 1720 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL SEAL - FAILURE,PARTIAL
 2. FLUID,OIL - LEAK
 3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----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. - 1912 8/05/84 WEST GLACIER, MT A/C Reg. No. N7965J Time (Lcl) - 1500 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass	0	0	0	2

-----Aircraft Information-----

Make/Model	- BELL 47G	Eng Make/Model	- LYCOMING TVO-435-F1A	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 280 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 290/004 KTS	- N/A
Visibility	- 40.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- 25000 FT SCATTERED	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 8385	Last 24 Hrs - 4
SE LAND	Months Since - 4	Make/Model- 4200	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 85	Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING IN-FLIGHT POWER LOSS THE PILOT PERFORMED AN AUTOROTATION TO A FORCED LANDING ON A HIGHWAY. ON TOUCHDOWN, THE MAIN ROTOR MADE CONTACT WITH A PASSING MOTOR HOME. INVESTIGATION REVEALED NO FUEL ON BOARD, ALTHOUGH THE PILOT CALCULATED 0.6 HOURS OF FUEL SHOULD HAVE BEEN REMAINING.

Brief of Accident (Continued)

File No. - 1912

8/05/84

WEST GLACIER, MT

A/C Reg. No. N7965J

Time (Lc1) - 1500 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - VEHICLE
-

-----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. - 1841 8/24/84 POPLAR, MT A/C Reg. No. N7681 Time (Lcl) - 1300 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 170B
Landing Gear - FLOAT
Max Gross Wt - 2200
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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 290/009 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
FORT BENTON, MT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

POPLAR
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 35

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	429	Last 24 Hrs -	11
Make/Model-	155	Last 30 Days-	UNK/NR	
Instrument-	34	Last 90 Days-	139	

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED, "RIVER CURRENT 12-15 MPH, LANDING AREA 100 YARDS WIDE, CURVING TO RIGHT, WIND GUSTING TO 20 KNOTS FROM RIGHT REAR QUARTER. APPROACH WAS FAST, AND UPON LANDING, AIRCRAFT REMAINED ON STEP, UNRESPONSIVE TO AILERON AND RUDDER FOR TURNING. QUARTERING TAILWIND PUSHED AIRCRAFT INTO OUTER BANK OF RIVER WITH ENGINE IDLING, AIRCRAFT STILL TAXIING ON STEP AT PERHAPS 30 MPH. DECISION NOT TO APPLY POWER AND GET BACK OFF WATER BECAUSE OF STRONG TAILWIND AND LIMITED SPACE TO RESUME FLYING SPEED. AIRCRAFT FLIPPED OVER ITS NOSE AND ONTO ITS BACK, RESTING ON RIVER BANK."

Brief of Accident (Continued)

File No. - 1841

8/24/84

POPLAR, MT

A/C Reg. No. N7681

Time (Lcl) - 1300 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. 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) 1,5,7

Factor(s) relating to this accident is/are finding(s) 3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1913 8/27/84 BILLINGS, MT A/C Reg. No. N759LD Time (Lcl) - 1228 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1
						3

-----Aircraft Information-----

Make/Model	- CESSNA 182Q	Eng Make/Model	- CONTINENTAL O-470U	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	POLSON, MT	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	BILLINGS
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 27L
Lowest Sky/Clouds	- VFR	Runway Lth/Wid
Lowest Ceiling	- NONE	- 3800/ 75
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- STRAIGHT-IN	- ASPHALT
Condition of Light		Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 175
SE LAND	Months Since	- 8	Make/Model- 175
	Aircraft Type	- UNK/NR	Instrument- 5
			Last 24 Hrs - 3
			Last 30 Days- UNK/NR
			Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING WITH A 30 DEGREE LEFT CROSSWIND OF 15 KNOTS, GUSTING TO 27 KNOTS. ON TOUCHDOWN, THE ACFT VEERED OFF THE RUNWAY AND NOSED OVER. THE PILOT CITED MORE CROSSWIND TRAINING AND PRACTICE AS PREVENTATIVE ACTIONS.

Brief of Accident (Continued)

File No. - 1913

8/27/84

BILLINGS, MT

A/C Reg. No. N759LD

Time (Lc1) - 1228 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND (CFI)
3. WEATHER CONDITION - CROSSWIND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS

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

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. - 1987 9/05/84 BUTTE, MT

A/C Reg. No. N77271

Time (Lcl) - 2248 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries				
		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL					
Flight Conducted Under	-14 CFR 91					
Accident Occurred During	-TAKEOFF					
		Crew	0	0	0	1
		Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
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/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- 210/017 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MISSOULA, MT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BERT MOONEY-SILVER BOW CO
Runway Ident - 11
Runway Lth/Wid - 5101/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	550	Last 24 Hrs - UNK/NR
Make/Model-	48		Last 30 Days- UNK/NR
Instrument-	7		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TAXIED TO RWY 11 AND GOT OUT OF THE ACFT TO CHECK THE WIND. THE RWY LIGHTS WERE NOT OPERATING AT THE TIME. THE PILOT DECIDED THAT RWY 11 WAS THE MOST FAVORABLE RWY AND THE TAKEOFF WAS ATTEMPTED. THE WIND CONDITIONS AT THE TIME OFF THE ACCIDENT WERE FAVORING RWY 20. THE PILOT ELECTED TO ABORT THE TAKEOFF BECAUSE DURING THE GROUND RUN HE FELT THE WIND "PUSHING HARD ON THE ACFT AND IT DIDN'T FEEL RIGHT." IN HIS ATTEMPT TO STOP, THE ACFT RAN OFF THE LEFT SIDE OF THE RWY AND THE LEFT LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1987

9/05/84

BUTTE,MT

A/C Reg. No. N77271

Time (Lcl) - 2248 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

----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. - 1933 10/20/84 CHARLOTTE,NC A/C Reg. No. N2388V Time (Lcl) - 1420 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-38-112
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 - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - 30000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURLINGTON,NC
Destination
CHARLOTTE,NC

Airport Proximity
ON AIRPORT

Airport Data

WILLOW GROVE
Runway Ident - 17
Runway Lth/Wid - 3200/ 40
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 240	Last 24 Hrs - 3
Make/Model- 135	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

DURING ATTEMPTED GO-AROUND FROM A BOUNCED LANDING, THE PLT ALLOWED THE ACFT TO DRIFT OFF CENTER LINE AND INTO TREES PARALLING THE RUNWAY. DIRECTIONAL CONTROL WAS COMPROMISED BY LOW FLYING SPEED.

Brief of Accident (Continued)

File No. - 1933

10/20/84

CHARLOTTE, NC

A/C Reg. No. N2388V

Time (Lcl) - 1420 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
 3. GO-AROUND - INITIATED - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1988 7/11/84 DICKINSON,ND A/C Reg. No. N7099P Time (Lcl) - 0826 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE Crew Pass 0 0 0 0

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- 220/006 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
BISMARCK,ND
Destination
DICKINSON,ND

Airport Proximity
ON AIRPORT

Airport Data

DICKINSON MUNICIPAL
Runway Ident - 25
Runway Lth/Wid - 3400/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR/IFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	194	Last 24 Hrs -	1
Make/Model-	107		Last 30 Days-	UNK/NR
Instrument-	5		Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE RECEIVED LANDING INFORMATION FOR THE DICKINSON MUNI AIRPORT. HE CONTINUED TO STATE, "SET PLANE UP FOR LANDING, CHECKED PLANE OVER EVERYTHING WAS SET UP, STARTED TO LAND, PROP HIT RWY, THE NEXT THING I WAS SLIDING DOWN RWY." THE LANDING GEAR WAS EXAMINED AFTER THE ACCIDENT AND FOUND TO OPERATE NORMALLY.

Brief of Accident (Continued)

File No. - 1988

7/11/84

DICKINSON,ND

A/C Reg. No. N7099P

Time (Lc1) - 0826 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1838 8/07/84 JAMESTOWN,ND A/C Reg. No. N5634J Time (Lcl) - 2130 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0

-----Aircraft Information-----

Make/Model - CESSNA 188A	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 - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SIMMERS FARM
Wind Dir/Speed- 330/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
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 - DUSK		

-----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,ATP	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - 2020

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED, "LANDING AT DUSK INTO SUN. LANDED INTO HILL. HARD LANDING KNOCKING FEET (RIGHT) OFF RUDDER. AIRPLANE GROUNDLOOPED TO LEFT, HIT DITCH AND FLIPPED ON ITS TOP." PLT ALSO STATED FATIGUE FROM FLYING 4 HOURS ON THE DAY OF THE ACCIDENT WAS A CONTRIBUTING FACTOR.

Brief of Accident (Continued)

File No. - 1838

8/07/84

JAMESTOWN,ND

A/C Reg. No. N5634J

Time (Lc1) - 2130 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DUSK
2. TERRAIN CONDITION - UPHILL
3. FLARE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. RUDDER - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1839 8/13/84 NEW ROCKFORD,ND A/C Reg. No. N6431Z Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-150	Eng Make/Model - LYCOMING O-230-A2A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	NEW ROCKFORD,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 30000 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 446
SE LAND	Months Since - 11	Make/Model- 109
	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 127
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED, "ON SPRAY RUN. GOT TO CLOSE TO SUNFLOWERS. WHEN I STARTED HITTING THEM ON THE LANDING GEAR THE PLANE SLOWED DOWN AND DIDN'T HAVE ENOUGH SPEED OR POWER TO GET OUT SO THE PLANE LANDED IN THE SUNFLOWER FIELD IN ABOUT 50 YARDS." SUBSTANTIAL DAMAGE RESULTED TO THE LANDING GEAR, WINGS, PROP, AND FUSELAGE.

Brief of Accident (Continued)

File No. - 1839

8/13/84

NEW ROCKFORD,ND

A/C Reg. No. N6431Z

Time (Lcl) - 0845 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - CROP
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. 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) 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. - 1840 8/22/84 KINDRED,ND A/C Reg. No. N96168 Time (Lcl) - 0915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - HILLER UH-12C
Landing Gear - SKID
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - FRANKLIN O-335-6D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1700 FT SCATTERED
Lowest Ceiling - 3300 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KINDRED,ND
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAMRY
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 - SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
GLIDER

Age - 37
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 7547
Make/Model- 38
Instrument- 97
Multi-Eng - 750
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 166
Rotorcraft - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRACTICE AUTOROTATION TO TOUCHDOWN BEGAN AT 500 FT AGL. SHORTLY AFTER INITIATING THE FLARE THE TAIL ROTOR CONTACTED THE GROUND. THE PILOT WAS SCHEDULED FOR A PRIVATE PILOT HELICOPTER CHECK RIDE ON THE AFTERNOON OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1840

8/22/84

KINDRED,ND

A/C Reg. No. N96168

Time (Lc1) - 0915 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1904 10/08/84 PEMBINA,ND A/C Reg. No. N4632T Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation -PERSONAL	NONE	Pass	0	0	1	0
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - HOMEBUILT EAA SPECIAL	Eng Make/Model - LYCOMING O-290-G4	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1260	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 1	Rated Power - 125 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PEMBINA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 15
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 155
SE LAND	Months Since - 7	Make/Model- 0
	Aircraft Type - C-150	Instrument- 11
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE PILOT'S FIRST OPERATION IN THIS MAKE AND MODEL. DURING TAXI, EXCESSIVE USE OF BRAKES CAUSED THE AIRCRAFT TO WEAVE SEVERELY. POWER WAS NOT REDUCED BUT BACK STICK INPUT WAS MADE. THE AIRCRAFT BECAME AIRBORNE PREMATURELY IN GROUND EFFECT, STALLED AT ABOUT 25 FT AGL & SPUN 1/2 TURN BEFORE IMPACTING THE GROUND NOSE 1ST.

Brief of Accident (Continued)

File No. - 1904

10/08/84

PEMBINA,ND

A/C Reg. No. N4632T

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - POOR - PILOT IN COMMAND
 4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 6. 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

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. - 1918 6/08/84 FREMONT, NE A/C Reg. No. N97163 Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
	Pass	0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

NONE

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OMAHA, NE
Destination
FREMONT, NE

Airport Proximity
ON AIRPORT

Airport Data

FREMONT MUNI
Runway Ident - 31
Runway Lth/Wid - 3800/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 86
Make/Model- 13
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SELECTED A DOWNWIND RWY FOR LANDING. TOUCHDOWN WAS NOSE GEAR FIRST, FOLLOWED BY A PORPOISE AND A GO-AROUND. ON THE SECOND APPROACH TO THE SAME RUNWAY, TOUCHDOWN WAS AGAIN NOSE FIRST AND THE AIRCRAFT PORPOISED TWICE BEFORE LANDING WAS COMPLETED. THE PILOT WAS ISSUED HIS PRIVATE CERTIFICATE 12 DAYS PRIOR TO THE MISHAP AND HAD ACCRUED 86 TOTAL HOURS FLYING EXPERIENCE.

Brief of Accident (Continued)

File No. - 1918

6/08/84

FREMONT,NE

A/C Reg. No. N97163

Time (Lcl) - 1630 CDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1801 8/28/84 BEATRICE, NE A/C Reg. No. N9707T Time (Lcl) - 1810 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	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BEATRICE, NE</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data BEATRICE</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 5600/ 100</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND</p>	<p>Age - 73</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - PA28181</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 22163</p> <p>Make/Model- 302</p> <p>Instrument- 59</p> <p>Multi-Eng - 399</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 75</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FLARE AN UNCONTROLLED RATE OF DESCENT DEVELOPED RESULTING IN A TOUCHDOWN SHORT OF THE RWY THRESHOLD. THE MAIN LDG GEAR STRUCK THE 5 INCH EXPOSED RWY LIP. DENSITY ALT WAS APRX 4,200 FT.

Brief of Accident (Continued)

File No. - 1801

8/28/84

BEATRICE, NE

A/C Reg. No. N9707T

Time (Lcl) - 1810 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. DESCENT - UNCONTROLLED - DUAL STUDENT
 3. PROPER TOUCHDOWN POINT - NOT OBTAINED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY
-

-----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. - 1868

6/19/84

CRANBURY, NJ

A/C Reg. No. N9398H

Time (Lc1) - 2045 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

Fire Crew

Flight Conducted Under -14 CFR 137

NONE

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BELL 47J

Eng Make/Model - LYCOMING VO-43A17

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2565

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 280 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/002 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

UNK/NR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 48

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - UNK/NR

Total - 10079

Last 24 Hrs - 6

SE LAND

Months Since - UNK/NR

Make/Model- 471

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 54

Last 90 Days- 77

Rotorcraft - 10053

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HELICOPTER HAD MADE 4 SUCCESSFUL SPRAY PASSES DURING THIS SERIES OF RUNS AFTER RELOADING. DURING THE TURN TO START THE FIFTH PASS THE ACFT STARTED TO SETTLE AND CONTACTED THE GROUND BEFORE RECOVERY COULD BE MADE.

Brief of Accident (Continued)

File No. - 1868

6/19/84

CRANBURY, NJ

A/C Reg. No. N9398H

Time (Lc1) - 2045 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1845

6/25/84

EGG HARBOR TOWN,NJ

A/C Reg. No. N8888N

Time (Lcl) - 1843 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CITABRIA 7KCAB

Eng Make/Model - LYCOMING O-320-E2A

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1650

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 300/009 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BADER FIELD,NJ

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1691

Make/Model- 486

Instrument- 11

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 162

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PILOT AT 350 TO 400 FT AGL AND APRX 85 KTS THE ACFT ABRUPTLY PITCHED NOSE DOWN. RECOVERY WAS ATTEMPTED BUT, THE PILOT RELATED, THE FLT CONTROLS WERE JAMMED. IMPACT OCCURRED IN 30 FT DEEP WATER ABOUT 45 DEGREES NOSE DOWN. DURING RECOVERY THE WRECKAGE WAS TOWED UNDERWATER ABOUT 5 MILES RESULTING IN SIGNIFICANT ADDITIONAL DAMAGE.

Brief of Accident (Continued)

File No. - 1845

6/25/84

EGG HARBOR TOWN, NJ

A/C Reg. No. N8888N

Time (Lc1) - 1843 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CRUISE

Finding(s)

1. FLIGHT CONTROL SYSTEM - JAMMED
 2. UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1882

6/27/84

LINCOLN PARK,NJ

A/C Reg. No. N4342T

Time (Lcl) - 2010 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
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- 230/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LINCOLN PARK,NJ
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LINCOLN PARK
Runway Ident - 19
Runway Lth/Wid - 2600/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 250
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 THE GROUND SHORTLY AFTER TAKEOFF. A FOLLOWING ACFT PLT SAID THE ACFT WAS SLOW AND LONG ON TAKEOFF ROLL AND STAYED LOW AFTER TAKEOFF. THE ACFT MADE A 90 DEGREE RIGHT TURN AND THEN A 270 DEGREE LEFT TURN AND WAS ABOUT LINED UP TO LAND DOWNWIND WHEN IT DRIFTED OFF TO THE RIGHT AND WENT DOWN. POST ACCIDENT INVESTIGATION REVEALED NO MALFUNCTIONS OF THE ENGINE. WEATHER CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING AND THIS ACFT HAD JUST HAD A LONG GROUND TAXI AND HOLD FOR TAKEOFF. WITNESSES HEARD THE ENGINE "SPUTTERING" AND CUTTING IN AND OUT BEFORE THE CRASH.

Brief of Accident (Continued)

File No. - 1882

6/27/84

LINCOLN PARK,NJ

A/C Reg. No. N4342T

Time (Lc1) - 2010 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

5. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1842 7/04/84 BARGAINTOWN,NJ A/C Reg. No. N3040Z Time (Lcl) - 1450 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

Type of Operation -BANNER TOW

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22-160

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1840

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 8.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OLD BRIDGE,NJ

Destination

BARGAINTOWN,NJ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NORNHEIM

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,SE SEA

HELICOPTER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5970

Make/Model- 27

Instrument- 693

Multi-Eng - 1200

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 75

Rotorcraft - 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A BANNER TOW MISSION. PLT DROPPED BANNER AND INITIATED A PULL-UP MANUEVER TO GO-AROUND AND RETURN FOR A LANDING. AS THE PLT PULLED UP, A DOWNDRAFT WAS ENCOUNTERED AT THE END OF THE FIELD. PLT INITIATED A RIGHT TURN AND ACFT CONTINUED SINKING UNTIL CONTACTING TREES.

Brief of Accident (Continued)

File No. - 1842

7/04/84

BARGAIN TOWN, NJ

A/C Reg. No. N3040Z

Time (Lcl) - 1450 EDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation MANEUVERING

Finding(s)

1. PULL-UP - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - DOWNDRAFT
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 4. REMEDIAL ACTION - ATTEMPTED - 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) 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. - 1892 7/10/84 OCEAN CITY, NJ A/C Reg. No. N733BN Time (Lcl) - 0515 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed - 135/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point
BADER FIELD, NJ

Destination
OCEAN CITY, NJ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - UNK/NR

Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

OCEAN CITY
Runway Ident - 24
Runway Lth/Wid - 2550/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 112 Last 24 Hrs - 0

Make/Model - 23 Last 30 Days - UNK/NR

Instrument - 0 Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING IN A X-WIND THE PLT SAID THE ACFT WAS PUSHED TO THE RIGHT SIDE OF THE RWY BY THE SHIFTING WIND. THE NOSE WHEEL WAS BROKEN OFF AND THE RIGHT WING DAMAGED. THE PLT REPORTED THAT THE WIND SHIFTED FROM THE SOUTHWEST TO THE SOUTHEAST AND WAS GUSTING TO 30 KTS.

Brief of Accident (Continued)

File No. - 1892

7/10/84

OCEAN CITY, NJ

A/C Reg. No. N733BN

Time (Lcl) - 0515 EDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR - SEPARATION

-----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) 1,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1893

7/15/84

MANAHAWKIN, NJ

A/C Reg. No. N68Y

Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANAHAWKIN, NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
MANAHAWKIN

Runway Ident - 22
Runway Lth/Wid - 2700/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 66
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1250
Make/Model- 450
Instrument- 94
Multi-Eng - 450
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DESCENDED OUT OF CONTROL INTO TREES AND SLID DOWN AN EMBANKMENT. THE PLT SAID EVERYTHING SEEMED NORMAL ON TAKEOFF UNTIL THE ACFT WAS PUT INTO A CLIMB AT ABOUT 93 MPH AT 50 FT AGL THE ACFT BEGAN VIBRATING AND VEERED ABOUT 90 DEGREES TO THE RIGHT. AN ATTEMPT TO RECOVER WAS INEFFECTIVE AND THE ACFT ENTERED THE TREES.

Brief of Accident (Continued)

File No. - 1893

7/15/84

MANAHAWKIN, NJ

A/C Reg. No. N68Y

Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY - VIBRATION
 2. ENGINE ASSEMBLY - UNDETERMINED
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1808

7/29/84

TUCKERTON,NJ

A/C Reg. No. N1072G

Time (Lc1) - 1830 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 -HOVER

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4050
No. of Seats - 7

Eng Make/Model - ALLISON 250-C-28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 435 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- 090/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TUCKERTON,NJ
Destination
ATLANTIC CITY,NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HELIPORT BASS RIVER
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND
HELICOPTER

Age - 62
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 206L1

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 17502	Last 24 Hrs	- UNK/NR
Make/Model-	259	Last 30 Days-	UNK/NR
Instrument-	3558	Last 90 Days-	28
Multi-Eng -	14016	Rotorcraft -	2262

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

ACCORDING TO THE PLT AT 8 TO 10 FT IN A HOVER THE CYCLIC SNAPPED REARWARD 3 TO 4 IN WITH A NOISE FROM THE REAR. THE TAILBOOM WAS FOUND BENT APRX 45 DEGREES DOWN AND 15 DEGREES RIGHT WITH NO EVIDENCE OF GROUND CONTACT ON THE TAIL SKID SHOE. METALLURGICAL ANALYSIS INDICATED COMPRESSIVE BUCKLING DAMAGE CONSISTENT WITH EXCESSIVE BENDING LOADS ON THE BOOM. INSPECTION OF THE HELICOPTER DID NOT REVEAL ANY MECHANICAL FAILURES/MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1808

7/29/84

TUCKERTON,NJ

A/C Reg. No. N1072G

Time (Lc1) - 1830 EDT

Occurrence UNDETERMINED
Phase of Operation HOVER

Finding(s)

1. MISC ROTORCRAFT, TAIL BOOM - BENT
2. UNDETERMINED

----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. - 1929 5/03/84 FARMINGTON, NM A/C Reg. No. N4774U Time (Lcl) - 1820 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	0	0	0
			1	1	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	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	OFF AIRPORT/STRIP
Method - TELEPHONE	TYLER, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CORTEZ, CO	
Wind Dir/Speed- 290/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 5800
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 81
	Aircraft Type - UNK/NR	Instrument- 1050
		Multi-Eng - 4890
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FUEL EXHAUSTION OCCURRED IN NORMAL CRUISE FLT AFTER PLT DETERMINED CONSUMPTION PRECLUDED REACHING DESTINATION AND REQUESTED EMERGENCY STRAIGHT-IN TO NEAREST AIRPORT. FORCED LANDING EXECUTED ON HIGHWAY, WING STRUCK A PARKED, OCCUPIED VEHICLE. PLT ACCUSTOMED TO NON-STOP ON THIS ROUTE SEGMENT IN DIFFERENT M/M ACFT. INVESTIGATION SHOWED 25 KT HEADWIND PREVAILED ON MISHAP FLT; CALCULATIONS BASED ON ACFT MANUAL SHOW NON-STOP NOT POSSIBLE UNDER EXISTING CONDITIONS.

Brief of Accident (Continued)

File No. - 1929

5/03/84

FARMINGTON,NM

A/C Reg. No. N4774U

Time (Lcl) - 1820 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EXPECTANCY - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - VEHICLE

-----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) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1908 7/01/84 ALBUQUERQUE,NM A/C Reg. No. N2166X Time (Lcl) - 1215 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY 20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/008 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WINSLOW,AZ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	203	Last 24 Hrs	-	7
Make/Model-	55	Last 30 Days-	UNK/NR		
Instrument-	18	Last 90 Days-	40		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FUELED THE AIRCRAFT WITH MINIMUM FUEL FOR THE INTENDED FLIGHT AND DID NOT RECALCULATE CONSUMPTION AFTER A ROUTE CHANGE WHICH EXTENDED FLIGHT. POWER LOSS OCCURRED ABOUT 1/4 MILE FROM DESTINATION. THE PILOT ATTEMPTED TO GLIDE TO THE RWY, BUT WAS UNABLE TO REACH IT. HE REPORTED THAT THE ACFT IMPACTED ON RISING TERRAIN (APRX 30 DEG) AT THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1908

7/01/84

ALBUQUERQUE,NM

A/C Reg. No. N2166X

Time (Lc1) - 1215 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1837 8/05/84 ALBUQUERQUE,NM A/C Reg. No. N7846Q Time (Lcl) - 0730 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						1
						5

-----Aircraft Information-----

Make/Model - CESSNA 414	Eng Make/Model - CONTINENTAL TS10-520-J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point	
Method - UNK/NR	ABILENE, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORONADO
Wind Dir/Speed- 180/013 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 48.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4020/ 60
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7200
SE LAND, ME LAND	Months Since - 1	Make/Model- 60
	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-----

PLT ORIGINALLY PLANNED APCH TO RWY 17 BUT CHANGED RWY WHEN INFORMED BY ANOTHER ACFT THAT RWY 35 WAS THE ACTIVE. TWO WITNESSES REPORTED WINDS AT THE TIME WERE FROM THE EAST, ONE STATING 5 TO 7 MPH THE OTHER STATING LIGHT AND VARIABLE. PLT STATED APCH SPEED OF 95 KTS WAS FLOWN BUT GROUND SPEED SEEMED FAST. A WITNESS STATED N7846Q TOUCHED DOWN OVER 1/2 WAY DOWN THE RWY. PLT STATED, AFTER TOUCHDOWN A TAILWIND WAS INDICATED BY THE WIND SOCK AND REALIZING THERE WAS NOT ENOUGH RWY LEFT TO GO-AROUND, BRAKES WERE APPLIED. THE ACFT ROLLED OFF THE END OF THE RWY AND INTO A CULVERT. SKID MARKS WERE FOUND ON THE RWY STARTING NEAR THE WITNESSES ESTIMATED TOUCHDOWN POINT AND CONTINUING OFF THE END OFF THE RWY. ONE WITNESS WHO REPORTED WINDS FROM THE EAST STATED THAT 45 MINUTES LATER UPON RETURNING TO THE ARPT, THE WINDS HAD PICKED UP AND WERE NOW FROM THE SOUTH.

Brief of Accident (Continued)

File No. - 1837

8/05/84

ALBUQUERQUE,NM

A/C Reg. No. N7846Q

Time (Lc1) - 0730 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WIND INFORMATION - NOT RECEIVED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
6. GO-AROUND - DISREGARDED - PILOT IN COMMAND
7. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
9. 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) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1963 8/07/84 LOS ALAMOS, NM A/C Reg. No. N758AQ Time (Lcl) - 1245 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA R172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 195 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/008 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FLAGSTAFF, AZ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 27
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 - 32
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 95 Last 24 Hrs - 5
Make/Model- 95 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE ATTEMPTED A LANDING ON RWY 27. THE WIND WAS REPORTED TO BE FROM 090 DEGREES AT 8 KTS. THE PLT STATED THAT HE TOUCHED DOWN ON THE RWY AND THE ACFT SKIPPED TO THE LEFT. HE APPLIED POWER TO GO-AROUND BUT DETERMINED THAT THE AIRSPEED WAS TOO SLOW, SO HE ATTEMPTED TO STOP USING THE BRAKES. THE ACFT CONTINUED TO SKIP TO THE LEFT UNTIL THE LEFT WING STRUCK A FENCE POST.

Brief of Accident (Continued)

File No. - 1963

8/07/84

LOS ALAMOS, NM

A/C Reg. No. N758AQ

Time (Lcl) - 1245 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

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) 2,4

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. - 1854 9/21/84 DEMING, NM A/C Reg. No. N4198G Time (Lcl) - 1234 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	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - WINDECKER EAGLE AC7	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DEMING, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MIDLAND, TX	DEMING MUNICIPAL
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6578/ 60
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9400
SE LAND, ME LAND	Months Since - 5	Make/Model- 5000
	Aircraft Type - UNK/NR	Instrument- 2800
		Multi-Eng - 600
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE RWY GEAR UP AFTER TAKEOFF. THE PLT SAID HE ENCOUNTERED A MICROBURST WHICH FORCED THE ACFT TO THE RWY. THERE WERE REPORTED THUNDERSTORMS IN THE AREA. THE PLT ALSO SAID HE IS GOING TO ALTER HIS TAKEOFF PROCEDURES TO RAISING THE LANDING GEAR ONLY AFTER CLEARING THE END OF THE RWY. HE FELT THAT HAVING THE GEAR DOWN WOULD HAVE PREVENTED THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1854

9/21/84

DEMING,NM

A/C Reg. No. N4198G

Time (Lc1) - 1234 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 2. WEATHER CONDITION - WINDSHEAR
 3. GEAR RETRACTION - NOT MAINTAINED - PILOT IN COMMAND
 4. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 1947 9/26/84 CORONA, NM A/C Reg. No. N6696E Time (Lc1) - 1622 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL GO-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LAS VEGAS, NV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WHITE SANDS, NM	LINCOLN STATEION
Wind Dir/Speed- 010/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 3200 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - 125
SE LAND	Months Since - 9	Make/Model- 85
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

AT 0809 HRS, PLT OBTAINED TELEPHONE WEATHER BRIEFING & WAS ADVISED VFR FLT NOT RECOMMENDED FOR INTENDED ROUTE. AT 1310 HRS, PLT OBTAINED SECOND BRIEFING, VFR FLIGHT AGAIN NOT RECOMMENDED, NO IMPROVEMENT EXPECTED PRIOR TO NOON OF FOLLOWING DAY. AT 1428 HRS PLT RECEIVED IN-PERSON THIRD BRIEFING AT DIFFERENT FSS & WAS ADVISED MARGINAL VFR AT BEST, FILED VFR FLT PLAN AND DEPARTED. ONE HR AFTER TAKE-OFF, IN RAPIDLY DETERIORATING WEATHER CONDITIONS WHICH PLT STATED EXISTED IN ALL DIRECTIONS, DECISION WAS MADE TO EFFECT PRECAUTIONARY LANDING AT AIRSTRIP RATHER THAN REVERSE COURSE. WEATHER CONDITIONS AT AIRSTRIP PRECLUDED APPROACH. PRECAUTIONARY LANDING EXECUTED ON A ROAD. ACFT COLLIDED WITH CATTLE FENCE ON ROLL OUT.

Brief of Accident (Continued)

File No. - 1947

9/26/84

CORONA,NM

A/C Reg. No. N6696E

Time (Lcl) - 1622 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - OBSCURATION
 5. WEATHER CONDITION - RAIN
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 7. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1961 10/03/84 LAS VEGAS, NM A/C Reg. No. N5758P Time (Lcl) - 1139 MDT

-----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	ON GROUND	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A15A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CLOVIS, NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	DURANGO, CO	LAS VEGAS MUNI
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1000 FT OBSCURED	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 613
SE LAND	Months Since - 17	Make/Model- 87
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS ON A X-COUNTRY FLT AND AFTER APRX 1.5 HRS, THE ENGINE STARTED TO RUN ROUGH. THE PLT ATTEMPTED TO CORRECT THE ROUGHNESS AND WHEN HE APPLIED THE CARB HEAT, THE ENGINE QUIT. THE PLT TURNED OFF THE CARB HEAT BUT POWER COULD NOT BE RESTORED AND AN EMERGENCY LANDING ON AN INTERSTATE BETWEEN TWO OVERPASSES WAS PLANNED. THE PLT DELAYED PUTTING THE GEAR DOWN UNTIL HIGH LINES WERE CLEARED. THE ACFT LANDED WITH THE GEAR UP. THE OUTSIDE AIR TEMP WAS 48 DEGS & THE DEW POINT WAS 47 DEGS. ACCORDING TO ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCIVE TO CARB ICE.

Brief of Accident (Continued)

File No. - 1961

10/03/84

LAS VEGAS,NM

A/C Reg. No. N5758P

Time (Lcl) - 1139 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 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1960 10/05/84 SILVER CITY, NM A/C Reg. No. N707FL Time (Lcl) - 1103 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E20	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	GLENDAL, AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TUNER RIDGEPORT
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 655
SE LAND	Months Since - 2	Make/Model- 632
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 57

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED AFTER THE ACCIDENT THAT HE WAS ATTEMPTING TO LAND ON RWY 33. HE CONTINUED TO STATE THAT IMMEDIATELY PRIOR TO THE LANDING FLARE, A "TERRIFIC DOWNDRAFT" FORCED THE ACFT DOWN ON THE RWY. THE ACFT LANDED HARD AND THE PLT ATTEMPTED A GO-AROUND. HE SAID THE ACFT "DID NOT FLY RIGHT" AFTER THE INITIAL HARD BOUNCE AND VEERED TO THE RIGHT. THE ACFT STRUCK SEVERAL FENCE POST AND SETTLED TO THE GROUND. THE WIND WAS REPORTED TO BE FROM 270 DEGREES AT 5 KTS WITH 10 KTS GUSTS.

Brief of Accident (Continued)

File No. - 1960

10/05/84

SILVER CITY, NM

A/C Reg. No. N707FL

Time (Lc1) - 1103 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
6. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1923 8/17/84 ELKO,NV A/C Reg. No. N4674U Time (Lcl) - 1800 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	4

-----Aircraft Information-----

Make/Model - CESSNA 210N II
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 150/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LIVERMORE,CA
Destination
ELKO,NV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ELKO MUNICIPAL AIRPORT
Runway Ident - 23
Runway Lth/Wid - 6434/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	-	992	Last 24 Hrs	-	3
Make/Model	-	UNK/NR	Last 30 Days	-	UNK/NR
Instrument	-	50	Last 90 Days	-	3
Multi-Eng	-	151	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

FUEL EXHAUSTION OCCURRED ON FINAL APPROACH TO DESTINATION AIRPORT. THE NOSE LANDING GEAR CONTACTED THE TOP OF THE CHAIN LINK AIRPORT PERIMETER FENCE BREAKING A CONNECTOR AND ALLOWING THE NOSE GEAR TO RETRACT. THE MAIN GEAR WERE NOT DAMAGED. ON LANDING ROLL OUT, THE NOSE FELL THROUGH.

Brief of Accident (Continued)

File No. - 1923

8/17/84

ELKO, NV

A/C Reg. No. N4674U

Time (Lcl) - 1800 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

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 LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - FENCE
 5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1903 9/02/84 LAS VEGAS,NV A/C Reg. No. N49141 Time (Lcl) - 1250 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
DESTROYED
Fire - NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES-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- 100/006 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
LAS VEGAS,NV

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 309
Make/Model- 38
Instrument- 47
Multi-Eng - 65
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT ALLOWED THE AIRCRAFT TO APPROACH MOUNTAINOUS TERRAIN WITH INSUFFICIENT ALTITUDE TO COUNTER WIND CONDITIONS, REPORTED AT 35 MPH. DOWNDRAFTS PREVENTED CLIMB TO HIGHER ALTITUDE BEFORE FORCING A DESCENT. ON TOUCHDOWN ON A ROAD, THE LEFT WING STRUCK AN EMBANKMENT AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1903

9/02/84

LAS VEGAS,NV

A/C Reg. No. N49141

Time (Lcl) - 1250 PDT

Occurrence #1 FORCED LANDING
Phase of Operation CLIMB

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - DOWNDRAFT
 4. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1967 9/04/84 BOULDER CITY, NV A/C Reg. No. N13ML Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -SIGHT-SEEING	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	4

-----Aircraft Information-----

Make/Model - BELL 206	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

-----Environment/Operations Information-----

<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- 080/006 KTS</p> <p>Visibility - 75.0 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 BOULDER CITY, NV</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>NONE</p> <p>HELICOPTER</p>	<p>Age - 52</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> <p>Total - 4329</p> <p>Make/Model- 471</p> <p>Instrument- 208</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 22</p> <p>Rotorcraft - 4324</p>
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Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT WAS LANDING AT A HELIPAD THAT WAS SURROUNDED BY A WIRE FENCE. HE REPORTED THAT AS HE WAS ABOUT TO LAND, HE MISJUDGED HIS APCH & THE TAIL ROTOR STRUCK THE FENCE. SUBSEQUENTLY, THE HELICOPTER HIT THE GROUND WHILE TURNING RIGHT & THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1967

9/04/84

BOULDER CITY, NV

A/C Reg. No. N13ML

Time (Lc1) - 1430 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - FENCE
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, SKID ASSEMBLY - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1920 9/09/84 DEETH,NV A/C Reg. No. N9893M Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470-S	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 060/020 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 PINEDALE,WY</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>MARRY'S RIVER RANCH</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 2400/ 80</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 - 49</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 90</p> <p>Make/Model- 86</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 22</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE AIRCRAFT DESCENDED BELOW TREE TOP HEIGHT ON FINAL APPROACH, THE HEADWIND VECTOR WAS LOST AND THE AIRCRAFT SETTLED TO A HARD LANDING. DURING BOUNCE RECOVERY, THE PILOT ADDED POWER BUT RAISED THE FLAPS. THE AIRCRAFT STALLED AND IMPACTED THE GROUND NOSE LOW. THE PILOT HAD 97 HRS TOTAL FLYING EXPERIENCE.

Brief of Accident (Continued)

File No. - 1920

9/09/84

DEETH,NV

A/C Reg. No. N9893M

Time (Lc1) - 1530 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. 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) 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. - 1886 7/15/84 FORRESTPORT,NY A/C Reg. No. N3736L Time (Lcl) - 1600 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	1

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - AMPHIBIAN
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/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 - 270/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4500 FT
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHITE LAKE,NY
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND,SE SEA

Age - 68
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 718 Last 24 Hrs - 1
Make/Model - 718 Last 30 Days- UNK/NR
Instrument - 255 Last 90 Days- 2
Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED INTO TREES NEAR THE EDGE OF A LAKE AND TUMBLED INTO THE WATER AFTER THE ENGINE QUIT DUE TO FUEL EXHAUSTION AT 2000 FT AGL APRX 2 MILES FROM THE LAKE. THE PLT SAID HE SHOULD HAVE USED A DIP-STICK TO MEASURE THE FUEL IN THE TANKS BEFORE TAKEOFF INSTEAD OF RELYING ON THE GAGES. THE GAGES INDICATED ZERO ON THE LEFT TANK AND BETWEEN 3/8 AND 5/8 ON THE RIGHT TANK BEFORE TAKEOFF.

Brief of Accident (Continued)

File No. - 1886

7/15/84

FORRESTPORT, NY

A/C Reg. No. N3736L

Time (Lcl) - 1600 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
6. STALL - UNCONTROLLED - PILOT IN COMMAND
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) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1807 8/01/84 LENNOX, NY A/C Reg. No. N6349Z Time (Lcl) - 1756 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
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 - 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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DURHAMVILLE, NY
Destination
LENNNOX, 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)
COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 33
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA34200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3725
Make/Model- 250
Instrument- 270
Multi-Eng - 225
Last 24 Hrs - 6
Last 30 Days- 34
Last 90 Days- 140
Rotorcraft - 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE PULLUP AFTER A SWATH RUN THE ACFT COLLIDED WITH A TREE CAUSING IT TO CRASH OUT OF CONTROL INTO THE GROUND.
THE WRECKAGE WAS BURNED IN A POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 1807

8/01/84

LENNOX, NY

A/C Reg. No. N6349Z

Time (Lcl) - 1756 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - NOT MAINTAINED - 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

Finding(s)

3. TERRAIN CONDITION - GROUND
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1834 8/24/84 EAST MORICHES, NY A/C Reg. No. N5291G Time (Lcl) - 1545 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BANNER TOW	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 305A	Eng Make/Model - CONTINENTAL IO-470-11B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1830	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	EAST MORICHES, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EAST MORICHES, NY	SPADARO'S
Wind Dir/Speed- 320/018 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 50
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1570
SE LAND	Months Since - 2	Make/Model- 86
	Aircraft Type - C-305A	Instrument- 25
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 91

Instrument Rating(s) - NONE

-----Narrative-----

AT THE COMPLETION OF A BANNER TOW FLT THE BANNER WAS RELEASED AND A CLIMBING RIGHT TURN TO DOWNWIND WAS INITIATED. A LOSS OF POWER WAS EXPERIENCED ON DOWNWIND. UNABLE TO RETURN TO THE ARPT TO LAND, A FORCED LANDING WAS MADE IN A WOODED AREA. INVESTIGATORS FOUND 1.5 GALS OF FUEL IN THE RT TANK AND 8.5 GALS IN THE LT TANK. ACCORDING TO THE PLT, ABOUT 10 MINUES BEFORE DROPPING THE BANNER HE HAD INTENTIONALLY RUN THE RT TANK DRY. THE LT TANK WAS THEN SELECTED FOR THE REMAINDER OF THE FLT. NO MECHANICAL MALFUNCTIONS WERE FOUND; THE ENGINE WAS SUCCESSFULLY TEST RUN AFTER RECOVERY OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 1834

8/24/84

EAST MORICHES, NY

A/C Reg. No. N5291G

Time (Lcl) - 1545 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
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. - 1810 8/25/84 ELMIRA, NY A/C Reg. No. N3622E Time (Lcl) - 1618 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 1	0	0	0
Accident Occurred During	-DESCENT	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 1-36
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 710
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 010/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELMIRA, NY
Destination
ELMIRA, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ELMIRA/CORNING
Runway Ident - UNK/NR
Runway Lth/Wid - 2020/ 180
Runway Surface - GRASS/TURF
Runway Status - DRY

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GLIDER

Age - 64

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - SGS1-36

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

VERY SHORTLY AFTER TAKEOFF AT 150 TO 200 FT THE TOW ROPE FAILED. THE GLIDER INITIATED A STEEP LEFT TURN BACK TO THE ARPT. DURING THE TURN WITNESSES OBSERVED THE ACFT TO STALL AND ENTER AN UNCONTROLLED NEAR VERTICAL DESCENT TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1810

8/25/84

ELMIRA, NY

A/C Reg. No. N3622E

Time (Lc1) - 1618 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1879 7/21/84 TAU,MANUA ISL, A/C Reg. No. N43SP Time (Lcl) - 1340 AST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-SOUTH PACIFIC ISLAND	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	2	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	3	7	0
Accident Occurred During	-DESCENT		Other	0	2	0	0

-----Aircraft Information-----

Make/Model	- DEHAVILLAND DHC-6-300	Eng Make/Model	- P&W PT6A-27	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 22	Rated Power	- 620 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT	
Method	- IN PERSON	PAGO PAGO,SAMOA		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	TAU	
Wind Dir/Speed	- 090/008 KTS		Runway Ident	- 36
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 2170/ 100
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 5094
SE LAND,ME LAND	Months Since - 2	Make/Model	- 1020
	Aircraft Type - DHC6300	Instrument	- 357
		Multi-Eng	- 4760
		Last 24 Hrs	- 4
		Last 30 Days	- 117
		Last 90 Days	- 391

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASH LANDED AFTER THE PLT USED FLAPS AND POWER TO SEMI-CONTROL PITCH AFTER THE ELEVATOR DOWN CONTROL CABLE FAILED AT ABOUT 300 FT AGL ON FINAL APPROACH. THE LEFT WING OF THE ACFT HIT THE TERMINAL ROOF DURING THE STALL MUSH FROM 50 FT AGL. THE COMPANY IS CHANGING THEIR ACFT CONTROL CABLES FROM STEEL TO STAINLESS STEEL TO AID IN THE ANTI-CORROSION AND MODIFYING THEIR INSPECTION PERIOD FROM 800 TO 100 HOURS BETWEEN INSPECTIONS. THE CABLE THAT SEPARATED FAILED FROM CORROSION. NO EVIDENCE OF FATIGUE CRACKING OR MECHANICAL WEAR WAS FOUND. CORROSION PRODUCTS WERE FOUND WITHIN 2 INCHES OF THE SERAPATION ON BOTH CABLE PIECES.

Brief of Accident (Continued)

File No. - 1879

7/21/84

TAU,MANUA ISL,

A/C Reg. No. N43SP

Time (Lc1) - 1340 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - CORRODED
 2. FLT CONTROL SYST,ELEVATOR CONTROL - FAILURE,TOTAL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1873 5/18/84 SARDINIA,OH A/C Reg. No. N64676 Time (Lc1) - 1815 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	1	0	0
Type of Operation - PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BATAVIA,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 150
Lowest Sky/Clouds - SCATTERED	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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 140
	Months Since - N/A	Make/Model- 40
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING THE LANDING APPROACH. WITNESSES SAID THE WIND WAS GUSTY BUT NO GUSTS WERE OFFICIALLY REPORTED. NO MALFUNCTIONS OF EQUIPMENT WERE REPORTED. DUE TO A HEAD INJURY THE STUDENT PLT HAS NO RECALL OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1873

5/18/84

SARDINIA,OH

A/C Reg. No. N64676

Time (Lcl) - 1815 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
4. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1964

7/31/84

KLAMATH FALLS,OR

A/C Reg. No. N6542L

Time (Lc1) - 1025 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
IN FLIGHT

Crew
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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- CALM
Visibility - 74.0 SM
Lowest Sky/Clouds - 6000 FT
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KLAMATH FALLS,OR
Destination
PORTLAND,OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KINGSLEY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1087
Make/Model- 1068
Instrument- 199
Multi-Eng - 24
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE RUN-UP AND TAKEOFF WERE NORMAL BUT DURING THE CLIMBOUT THE ENGINE LOST POWER. A SMALL FIRE, CONFINED TO THE ENGINE COMPARTMENT ERUPTED. POWER COULD NOT BE RESTORED AND AN EMERGENCY LANDING WAS ACCOMPLISHED IN AN OPEN FIELD. EXAMINATION OF THE AIRCRAFT ENGINE REVEALED THE STARTER HAD NOT DISENGAGED AND HAD OVERHEATED.

Brief of Accident (Continued)

File No. - 1964

7/31/84

KLAMATH FALLS,OR

A/C Reg. No. N6542L

Time (Lc1) - 1025 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ACCESSORIES,ENGINE STARTER - ENGAGED
2. ENGINE ACCESSORIES,ENGINE STARTER - OVERTEMPERATURE
3. ENGINE ACCESSORIES,ENGINE STARTER - FAILURE,PARTIAL
4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - INADEQUATE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD

-----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. - 1921 8/23/84 MEDFORD,OR A/C Reg. No. N5153M Time (Lcl) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		NONE		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	MEDFORD,OR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	MEDFORD,OR	
Wind Dir/Speed	- 180/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 3000 FT	Type of Clearance	- UNK/NR
Lowest Ceiling	- 3500 FT BROKEN	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	25
	Months Since - N/A	Make/Model	25
	Aircraft Type - N/A	Instrument	0
		Last 24 Hrs	2
		Last 30 Days	UNK/NR
		Last 90 Days	25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN ADVISED BY HIS CFI TO AVOID USING THIS AIRSTRIIP DURING MIDDAY DUE TO THERMAL DISTURBANCES. DURING POWER-OFF APPROACH, UPDRAFTS WERE ENCOUNTERED AND A RIGHT TURN OUT FOR GO-AROUND INITIATED; HOWEVER, POWER WAS NOT ADDED. THE AIRCRAFT STALLED, EXECUTED A ONE-TURN SPIN AND IMPACTED THE GROUND NOSE LOW.

Brief of Accident (Continued)

File No. - 1921

8/23/84

MEDFORD, OR

A/C Reg. No. N5153M

Time (Lc1) - 1230 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
6. 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) 4,5,6

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. - 1969

8/31/84

SCAPP00SE,OR

A/C Reg. No. N601N

Time (Lcl) - 1730 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 180A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/015 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SCAPP00SE,OR
Destination
SCAPP00SE,OR

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
SE LAND,SE SEA

Age - 49
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 590
Make/Model- 82
Instrument- 54
Multi-Eng - 16
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF GROUND RUN, JUST PRIOR TO ROTATION, HE "TOOK A SHARP GUST OF WIND FROM THE LEFT AND GROUND LOOPED THE AIRCRAFT."

Brief of Accident (Continued)

File No. - 1969

8/31/84

SCAPP00SE,OR

A/C Reg. No. N601N

Time (Lcl) - 1730 PDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1978 9/09/84 BANDON,OR A/C Reg. No. N111HT Time (Lc1) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150	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 - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BANDON,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BANDON,OR	BANDON STATE
Wind Dir/Speed- 340/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
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)
PRIVATE	Current - YES	Total - 130
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 12
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INDICATED THAT 15 MINUTES HAD BEEN FLOWN ON THE FULL FUEL TANK PRIOR TO THE ACCIDENT FLIGHT. THE PLT DEPARTED AT 1330 ON A SITESEEING FLT AROUND THE LOCAL AREA. AFTER 3.7 HRS OF FLIGHT, WHILE ON FINAL APPROACH TO RWY 34, THE ENGINE QUIT. THE PLT DECIDED THAT HE COULD NOT CLEAR THE TREES AT THE APPROACH END OF THE RWY, SO HE EXECUTED AND EMERGENCY LANDING IN A CRANBERRY FIELD. ON TOUCHDOWN A GUST OF WIND FLIPPED THE AIRCRAFT INVERTED.

Brief of Accident (Continued)

File No. - 1978

9/09/84

BANDON,OR

A/C Reg. No. N111HT

Time (Lcl) - 1700 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WEATHER CONDITION - GUSTS
-

-----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. - 1968 9/26/84 BURNS,OR A/C Reg. No. N197RL Time (Lcl) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - GLASAIR NONE	Eng Make/Model - LYCOMING O-360-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BURNS,OR	
Method - N/A	Destination SPOKANE,WA	Airport Data BURNS MUNICIPAL
Completeness - N/A		Runway Ident - 29
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5100/ 150
Wind Dir/Speed- 230/005 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 207
SE LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 43
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF GROUND RUN THE AIRCRAFT DRIFTED TO RIGHT SIDE OF THE RWY. PLT ATTEMPTED TO CORRECT THE DRIFT USING LEFT RUDDER AND HE STATED THAT HE OVER CORRECTED FOR THE DRIFT AND THE ACFT BEGAN TO VEER TO THE LEFT. THE ACFT VEERED LEFT AND DEPARTED THE SIDE OF THE RUNWAY COLLIDING WITH BUSHES BEFORE NOSING DOWN.

Brief of Accident (Continued)

File No. - 1968

9/26/84

BURNS,OR

A/C Reg. No. N197RL

Time (Lc1) - 1600 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #3 NOSE DOWN
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1970 9/29/84 SHADY COVE,OR A/C Reg. No. N788MS Time (Lcl) - 1500 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SHADY COVE,OR
Destination
GRANTS PASS,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ROGUE-AIR
Runway Ident - 30
Runway Lth/Wid - 1800/ 80
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 265
Last 24 Hrs - 1
Make/Model- 10
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED AFTER THE ACCIDENT THAT HE STALLED THE AIRCRAFT AT AN ALTITUDE OF 50 FT AGL DURING TAKEOFF AND THE ACFT DESCENDED IN A NOSE LOW ATTITUDE INTO TREES AND THE GROUND.

Brief of Accident (Continued)

File No. - 1970

9/29/84

SHADY COVE,OR

A/C Reg. No. N788MS

Time (Lc1) - 1500 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1922 10/04/84 HOOD RIVER, OR

A/C Reg. No. N5786S

Time (Lcl) - 1045 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	0	0	

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 2-33A
Landing Gear - HULL
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/015 KTS
Visibility - 10.0 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
HOOD RIVER, OR
Destination
HOOD RIVER, OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
HOOD RIVER

Runway Ident - 24
Runway Lth/Wid - 3040/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT, COMMERCIAL

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 7000	Last 24 Hrs - 2
Make/Model- 2	Last 30 Days- UNK/NR
Instrument- 900	Last 90 Days- 192
Multi-Eng - UNK/NR	Rotorcraft - 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 150 FT AGL ON CLIMB OUT, THE TOW PLANE LOST POWER FOR AN UNSPECIFIED REASON. THE GLIDER PILOT RELEASED THE TOW AND EXECUTED A 180 DEGREE COURSE REVERSAL TO A DOWNWIND (15 KTS) LANDING. DURING ROLL OUT, THE LEFT WING CONTACTED THE GROUND, CAUSING AN INADVERTANT GROUND LOOP.

Brief of Accident (Continued)

File No. - 1922

10/04/84

HOOD RIVER, OR

A/C Reg. No. N5786S

Time (Lc1) - 1045 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MISCELLANEOUS
 2. GLIDER LAUNCH/TOW EQUIPMENT - OTHER
 3. EMERGENCY PROCEDURE - PERFORMED - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. WEATHER CONDITION - TAILWIND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1809 5/20/84 COATSVILLE, PA A/C Reg. No. N213DL Time (Lcl) - 1245 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	0	0	0
Accident Occurred During	-LANDING	ON GROUND	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 337	Eng Make/Model	- CONTINENTAL IO-360-C/D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 210 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- 160/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point COATSVILLE, PA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>CHESTER COUNTY</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 4600/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-337</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 250</p> <p>Make/Model- 18</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 18</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 18</p> <p>Last 90 Days- 18</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ABOUT 2,000 FT DOWN THE 4,600 X 100 FT RWY THE ACFT BOUNCED BACK INTO THE AIR. WITNESSES OBSERVED THE ACFT RT WING DROP CAUSING IT TO VEEER TO THE RT TOWARD A LINE OF PARKED ACFT. 900 FT FROM INITIAL TOUCHDOWN THE ACFT IMPACTED RT WING FIRST IN TERRAIN BETWEEN THE RWY AND A PARALLEL TAXIWAY. THE ACFT SLID INTO TWO PARKED ACFT. A BEECH BARON WAS DAMAGED BY THE COLLISION. A PIPER PA-44 WAS DESTROYED BY THE COLLISION AND POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 1809

5/20/84

COATSVILLE, PA

A/C Reg. No. N213DL

Time (Lcl) - 1245 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - AIRCRAFT PARKED

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) 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. - 1895 7/08/84 GROVE CITY, PA A/C Reg. No. N100LH 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 - LANDING

Aircraft Damage
SUBSTANTIAL
Fire - NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - SCHEIBE SF-27M
Landing Gear - UNK/NR
Max Gross Wt - 684
No. of Seats - 1

Eng Make/Model - HIRTH FLOA1A
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GROVE CITY, PA
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

GROVE CITY
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
GLIDER

Age - 56
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 220	Last 24 Hrs -	0
Make/Model-	2	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE MOTORGLIDER LOST POWER AFTER TAKEOFF. ACCORDING TO THE PLT THE TAKEOFF SEEMED LONG BUT HE DID NOT ABORT BECAUSE THIS WAS HIS FIRST SELF-LAUNCH AND HE WAS UNSURE OF THE OPERATION. ABOUT 200 FT AGL A TURN WAS MADE TO THE EAST TO RETURN TO THE ARPT AND THE ENGINE BEGAN TO SPUTTER. MANIPULATION OF THE THROTTLE RESTORED SMOOTH OPERATION BUT SUBSEQUENTLY AS THE ACFT LOST ALT THE THROTTLE WAS ADVANCED AND THE ENGINE QUIT. A FORCED LANDING IN AN OPEN FIELD RESULTED IN A GROUND LOOP.

Brief of Accident (Continued)

File No. - 1895

7/08/84

GROVE CITY,PA

A/C Reg. No. N100LH

Time (Lc1) - 1500 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
2. FUEL SYSTEM,PUMP - UNDETERMINED
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1887 7/08/84 FAIRFIELD, PA A/C Reg. No. N111SP Time (Lcl) - 1800 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 - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-15
Landing Gear - UNK/NR
Max Gross Wt - 660
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Itinerary

Last Departure Point
FAIRFIELD, PA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FAIRFIELD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

Wind Dir/Speed- 330/015 KTS
Visibility - 20.0 SM

ATC/Airspace

Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
NONE
GLIDER

Age - 63

Biennial Flight Review

Current - YES
Months Since - 2
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 GLIDER WAS LANDED OFF ARPT DURING A RETURN FROM A ROUND ROBIN FLT AFTER EXPERIENCING A HIGH SINK RATE. DURING THE LANDING APPROACH POWER LINES HIDDEN IN A TREE LINE WERE NOT CLEARED AND THE COLLISION CAUSED THE ACFT TO YAW ABOUT 45 DEGREES. THE ACFT LANDED IN THIS YAWED CONDITION WHICH RESULTED IN DAMAGE TO THE AIRFRAME.

Brief of Accident (Continued)

File No. - 1887

7/08/84

FAIRFIELD, PA

A/C Reg. No. N111SP

Time (Lcl) - 1800 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - GUY WIRE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1884

7/13/84

MOUNTVILLE, PA

A/C Reg. No. N757ER

Time (Lc1) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point.
MOUNTVILLE, 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

CENTRAL MANOR
Runway Ident - 27
Runway Lth/Wid - 2300/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 51
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	15	Last 24 Hrs	- UNK/NR
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LANDED IN A CORN FIELD SHORT OF THE RWY ON HIS 3RD SOLO LANDING. THE PLT STATED THAT HE "MISJUDGED THE END OF THE RWY." HE ALSO SAID HE SHOULD HAVE HAD A "HIGHER APPROACH SPEED."

Brief of Accident (Continued)

File No. - 1884

7/13/84

MOUNTVILLE, PA

A/C Reg. No. N757ER

Time (Lc1) - 1500 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - CROP
4. 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) 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. - 1894

7/31/84

BALLY, PA

A/C Reg. No. N93397

Time (Lcl) - 2000 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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WINGS FIELD, PA
Destination
BUTTER VALLEY, PA

Airport Proximity
ON AIRPORT

Airport Data

BUTTER VALLEY GOLF PORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	362	Last 24 Hrs -	0
Make/Model-	28		Last 30 Days-	UNK/NR
Instrument-	62		Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB AT APRX 10 FT AGL THE AIRSPEED DROPPED TO 40 KTS AND THE STALL WARNING HORN CAME ON. THE PLT PUSHED THE NOSE DOWN TO PREVENT A STALL. THE RIGHT WING DROPPED AND THE ACFT VEERED OFF THE RWY ON TOUCHDOWN. THE ACFT THEN CONTACTED A TREE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1894

7/31/84

BALLY,PA

A/C Reg. No. N93397

Time (Lcl) - 2000 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. REMEDIAL ACTION - EXCESSIVE - 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 - TREE(S)
-

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1805 9/16/84 SOUTH FORK, PA A/C Reg. No. N8257N Time (Lcl) - 1410 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
	0	1	0	0
	0	0	2	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 290/012 KTS
Visibility - 20.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BINGHAMTON, NY

Destination
JOHNSTOWN, PA

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 - 32
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	90	Last 24 Hrs	-	2
Make/Model	-	90	Last 30 Days	-	UNK/NR
Instrument	-	1	Last 90 Days	-	32

Instrument Rating(s) - NONE

-----Narrative-----

UPON DEPARTURE THE PLT ESTIMATED 25 GAL OF FUEL. THE TOTAL POWER LOSS OCCURRED 1 HR AND 55 MIN LATER. AFTER THE FORCED LDG ON UNIMPROVED TERRAIN NO EVIDENCE OF FUEL REMAINED IN THE FUEL SYSTEM. THERE WAS NO INDICATION OF ANY FULL SPILL FROM THE RUPTURED LEFT TANK. THREE OUNCES OF FUEL WERE DRAINED FROM THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 1805

9/16/84

SOUTH FORK, PA

A/C Reg. No. N8257N

Time (Lc1) - 1410 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PLANNING-DECISION - MISJUDGED - PILOT IN COMMAND
 3. FLUID,FUEL - EXHAUSTION
 4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1931 7/25/84 PONCE, PR A/C Reg. No. N5464Y Time (Lcl) - 1405 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PONCE, PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since - 12	Make/Model- 116
	Aircraft Type - UNK/NR	Instrument- 200
		Multi-Eng - 2100
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON INITIAL CLIMB, RIGHT ENGINE POWER LOSS OCCURRED. PLT EXECUTED EMERG PROCEDURES, ATTEMPTED GRADUAL CIRCUIT TO LAND. UNABLE TO MAINTAIN SUFFICIENT ALTITUDE TO CLEAR KNOWN OBSTRUCTIONS ON RUNWAY APPROACH. PLT ELECTED TO MAKE A GEAR-UP LANDING IN CANE FIELD. INVESTIGATION REVEALED SELF-LOCKING SCREW IN RT ENG FUEL DIVIDER BACKED OUT, ALLOWING FUEL TO ESCAPE VIA UPPER DIVIDER BLOCK VENT.

Brief of Accident (Continued)

File No. - 1931

7/25/84

PONCE, PR

A/C Reg. No. N5464Y

Time (Lc1) - 1405 AST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, INJECTOR - DISCONNECTED
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
 4. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1982

8/05/84

SAN JUAN, PR

A/C Reg. No. N2749C

Time (Lcl) - 1220 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150J

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - 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- 130/005 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

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ISLA GRANDE

Runway Ident - 09

Runway Lth/Wid - 5317/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 41

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 40 Last 24 Hrs - UNK/NR

Make/Model- 2 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT CARRYING A PASSENGER TOOK OFF WITH THE FLAPS IN THE FULL DOWN POSITION. THE AIRCRAFT STALLED SHORTLY AFTER TAKEOFF AND IMPACTED THE RUNWAY IN A NOSE LOW, LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 1982

8/05/84

SAN JUAN, PR

A/C Reg. No. N2749C

Time (Lcl) - 1220 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 4. AIRSPEED(VSO) - EXCEEDED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - RUNWAY
-

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1990 11/12/84 CHARLESTON, SC A/C Reg. No. N4773S Time (Lcl) - 1654 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 182RG	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">ANDREWS, SC</p> <p>Destination</p> <p style="padding-left: 20px;">CHARLESTON, SC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">CHARLESTON</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 7000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----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 - 728
SE LAND	Months Since - 6	Make/Model- 303
	Aircraft Type - C-182	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 147

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LANDED THE AIRCRAFT WITH THE LANDING GEAR IN THE UP POSITION. EXAMINATION OF THE LANDING GEAR AFTER THE ACCIDENT REVEALED NO EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE THAT WOULD HAVE PREVENTED NORMAL GEAR OPERATION.

Brief of Accident (Continued)

File No. - 1990

11/12/84

CHARLESTON, SC

A/C Reg. No. N4773S

Time (Lc1) - 1654 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - 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. - 1953 11/15/84 CONWAY, SC A/C Reg. No. N30001 Time (Lcl) - 1030 EST

-----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 - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	CONWAY-HORRY COUNTY
Wind Dir/Speed- 280/004 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 60
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 799
SE LAND,ME LAND	Months Since - 1	Make/Model- 81
	Aircraft Type - UNK/NR	Instrument- 130
		Multi-Eng - 6
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 187

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CERTIFICATED PILOT, RECEIVING INSTRUCTION FROM A CERTIFIED FLIGHT INSTRUCTOR, WAS MANIPULATING THE CONTROLS AT THE TIME OF THE ACCIDENT. THE STUDENT UNDERSHOT THE RUNWAY AND TOUCHED DOWN SHORT OF THE PAVED RWY SURFACE. THE AIRCRAFT LANDING GEAR STRUCK THE ELEVATED RWY EDGE, DAMAGING THE LEFT MAIN GEAR AND LEFT WING.

Brief of Accident (Continued)

File No. - 1953

11/15/84

CONWAY, SC

A/C Reg. No. N30001

Time (Lc1) - 1030 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PROPER TOUCHDOWN POINT - MISJUDGED - DUAL STUDENT
2. PROPER GLIDEPATH - NOT FOLLOWED - DUAL STUDENT
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1924

6/18/84

GROTON, SD

A/C Reg. No. N9261R

Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

1

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA 188

Eng Make/Model - CONTINENTAL IO-520-D23

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3300

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/008 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

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 62

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 14000

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATION FLIGHT, THE AIRCRAFT PASSED BENEATH TWO POWER LINES. THE TOP OF THE VERTICAL FIN AND COLLISION AVOIDANCE BEACON LIGHT APPARENTLY MADE CONTACT WITH THE FIRST WIRE, AS THEY WERE FOUND SEPARATED NEAR THAT LOCATION. AFTER CONTACT, THE AIRCRAFT WAS OBSERVED TO NOSE OVER AND COLLIDE WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1924

6/18/84

GROTON, SD

A/C Reg. No. N9261R

Time (Lcl) - 1030 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. VERTICAL STABILIZER SURFACE - OVERLOAD
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1971 6/23/84 MURDO,SD A/C Reg. No. N8974H Time (Lcl) - 0900 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 -TAKEOFF						

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/007 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">MURDO,SD</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p 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</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 18</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2074</p> <p>Make/Model- 1104</p> <p>Instrument- 6</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 250</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THE ENGINE FAILED WHILE HE WAS IN A PROCEDURE TURN. THE PILOT MADE A FORCED LANDING IN AN OPEN FIELD AND THE ACFT NOSED OVER. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THE ENGINE "SWALLOWED AN EXHAUST VALVE" THAT CAUSED THE "CYLINDER HEAD TO BLOW OFF."

Brief of Accident (Continued)

File No. - 1971

6/23/84

MURDO, SD

A/C Reg. No. N8974H

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, CYLINDER - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
 4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1906 7/22/84 REDFIELD, SD

A/C Reg. No. N44162

Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

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

ON GROUND

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - PIPER PA-36

Eng Make/Model - CONTINENTAL TIARA 6-285

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3800

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- 130/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Age - 35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1650

Last 24 Hrs - 6

SE LAND

Months Since - 21

Make/Model- 100

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED HE EXHAUSTED HIS FUEL SUPPLY WHILE ENGAGED IN AERIAL APPLICATION. THE POWER LOSS OCCURRED AS THE AIRCRAFT WAS IN A TURN AND GROUND IMPACT OCCURRED. IN AN ACCIDENT REPORT, THE PLT SUGGESTED THAT HE SHOULD HAVE HAD AN OPERABLE FUEL GAGE & SHOULD HAVE FUELED UP MORE OFTER.

Brief of Accident (Continued)

File No. - 1906

7/22/84

REDFIELD,SD

A/C Reg. No. N44162

Time (Lc1) - 0900 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 4. FLUID,FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1972 7/24/84 CHAMERLAIN,SD A/C Reg. No. N4593 Time (Lcl) - 2000 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	-LANDING					

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W 985 AN-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3725	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 135/004 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHAMBERLAIN,SD</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2459
SE LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 610
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 382

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED AN ENGINE FAILURE AND EXECUTED AN EMERGENCY LANDING ON A NARROW ROAD WHICH RESULTED IN ONE OF THE LANDING GEAR TOUCHING DOWN ON THE SOFT SHOULDER. THE LANDING GEAR FAILED AND SUBSTANTIAL DAMAGE RESULTED. EXAMINATION OF THE ENGINE REVEALED THAT THE CYLINDER SEPERATED DUE TO IMPROPERLY TORQUED STUD BOLTS WHICH ALLOWED AN OVER STRESS CONDITION TO EXIST ON A FEW STUDS THAT WERE PROPERLY TORQUED.

Brief of Accident (Continued)

File No. - 1972

7/24/84

CHAMERLAIN,SD

A/C Reg. No. N4593

Time (Lc1) - 2000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
 2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
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. - 1946 7/25/84 WESSINGTON,SD A/C Reg. No. N751Y Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3725
No. of Seats - 1

Eng Make/Model - JACOBS R755A2M1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WESSINGTON,SD
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - G-164

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1846
Make/Model- 360
Instrument- 36
Last 24 Hrs - UNK/NR
Last 30 Days- 120
Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT DURING LOADING FOR AERIAL APPLICATION, HE FAILED TO NOTE APPROACHING ROLL CLOUD WHICH USUALLY SIGNIFIES LOCALIZED TURBULENCE AND STRONG, GUSTING WINDS. ON TAKEOFF ROLL, WIND SHIFT NOTED AND AT 100 FT ALTITUDE, HEAVY TURBULENCE WAS ENCOUNTERED. THE LIQUID LOAD BEGAN TO SLOSH AND THE ACFT LOST ALTITUDE, EVENTUALLY SETTLING INTO A CORN FIELD. NO ATTEMPT TO JETTISON LOAD WAS MADE.

Brief of Accident (Continued)

File No. - 1946

7/25/84

WESSINGTON, SD

A/C Reg. No. N751Y

Time (Lc1) - 1845 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

7. PROPER CLIMB RATE - NOT POSSIBLE -
8. DESCENT - UNCONTROLLED -
9. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1995 7/22/84 MORRISON, TN A/C Reg. No. N7912N Time (Lcl) - 1600 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	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-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- 060/009 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
FARM STRIP
Runway Ident - 27
Runway Lth/Wid - 2000/ 54
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 150
Make/Model- 150
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS GIVING FREE RIDES TO HIS FRIENDS. HE WAS ATTEMPTING TO LAND ON RWY 27 WHEN THE "AIRCRAFT LOST LIFT AT 15 FEET ABOVE THE RWY." THE ACFT DROPPED TO THE RWY IN A THREE POINT ATTITUDE, THE PLT ADDED POWER TO REGAIN CONTROL. THE LEFT WING TIP AND THE NOSE OF THE ACFT CONTACTED A BEAN CROP ON THE LEFT SIDE OF THE RWY AND THE ACFT NOSED OVER. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE FLAPS WERE FULL DOWN AND THE CARB HEAT CONTROL WAS IN THE "HOT" POSITION.

Brief of Accident (Continued)

File No. - 1995

7/22/84

MORRISON,TN

A/C Reg. No. N7912N

Time (Lc1) - 1600 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1991 8/10/84 NASHVILLE, TN A/C Reg. No. N66AU Time (Lcl) - 1609 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -BUSINESS	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	3

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING LT10-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	CHARLESTON, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NASHVILLE METRO
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - 20L
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4304/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
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)
ATP	Current - YES	Total - 2513
SE LAND, ME LAND	Months Since - 0	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 740
		Instrument- 225
		Last 30 Days- UNK/NR
		Last 90 Days- 29
		Multi-Eng - 1079

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTEDLY SET UP A HIGH RATE OF DESCENT ON FINAL APPROACH SO THAT HE COULD LAND THE AIRCRAFT NEAR THE APPROACH END OF THE RWY TO AVOID EXCESSIVE BRAKING ON THE WET RWY. THE PILOT DESCENDED THE AIRCRAFT BELOW THE GLIDE SLOPE PROVIDED BY THE VASI AND WAS UNABLE TO ARREST THE DESCENT BEFORE GROUND CONTACT. THE AIRCRAFT TOUCHED DOWN ABOUT 12 FEET SHORT OF THE RWY IN WET GROUND. THE MAIN LANDING GEAR STRUCK THE RWY EDGE AND SEPARATED FROM THE ACFT.

Brief of Accident (Continued)

File No. - 1991

8/10/84

NASHVILLE, TN

A/C Reg. No. N66AU

Time (Lc1) - 1609 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1997 8/11/84 CLARKSVILLE, TN A/C Reg. No. N67810 Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152 II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

OUTLAW FIELD
Runway Ident - 16
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 13 Last 24 Hrs - 2
Make/Model- 13 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE 13 HOUR STUDENT PILOT WAS ON HER FIRST SUPERVISED SOLO FLIGHT. THE WIND WAS REPORTED CALM AND THE STUDENT PILOT HAD MADE TWO TOUCH AND GO'S. ON THE THIRD, SHE ADDED FULL POWER FOR TAKEOFF AND THE AIRCRAFT VEERED LEFT. SHE ATTEMPTED TO CORRECT BY USING THE AILERONS AND THE AIRCRAFT RAN OFF THE RUNWAY FOR SOME DISTANCE, THEN RAN OVER ROUGH TERRAIN, COLLAPSING THE NOSE GEAR AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1997

8/11/84

CLARKSVILLE, TN

A/C Reg. No. N67810

Time (Lcl) - 1815 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1818 7/27/84 BEDIAS, TX A/C Reg. No. N5685K Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0	
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0	
Accident Occurred During -DESCENT							

-----Aircraft Information-----

Make/Model - BEECH S35	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ATHENS, TX	
Wind Dir/Speed- 330/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON INSTRUMENT RATED PLT PENETRATED A SEVERE THUNDERSTORM IN WHICH TURBULENCE WAS LABELED AS SEVERE OR GREATER. THERE WAS NO PRE OR IN-FLT WX BRIEFING. THE AIRCRAFT BROKE UP IN-FLT AND WAS CONSUMED BY POST CRASH FIRE. INVESTIGATION REVEALED EVIDENCE OF PREVIOUS STABILIZER OVERLOAD.

Brief of Accident (Continued)

File No. - 1818

7/27/84

BEDIAS, TX

A/C Reg. No. N5685K

Time (Lcl) - 1645 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

6. FLIGHT CONTROL, RUDDER/VATOR - OVERLOAD
7. STABILIZER - OVERLOAD
8. WING - OVERLOAD
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,9

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. - 1821 9/14/84 LAPORTE, TX A/C Reg. No. N24865 Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LEAGUE CITY, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAPORTE
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 30
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LDG FLARE THE ACFT DRIFTED LEFT AND TOUCHED DOWN NEAR THE EDGE OF THE RWY. THE PLT DID NOT CORRECT THE DRIFT AND THE ACFT DRIFTED OFF THE LEFT SIDE OF THE RWY. AFTER COLLIDING WITH A DITCH THE ACFT NOSED OVER COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 1821

9/14/84

LAPORTE, TX

A/C Reg. No. N24865

Time (Lc1) - 1645 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT CORRECTED - PILOT IN COMMAND
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. 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) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1822 9/16/84 KATY, TX

A/C Reg. No. N4858G

Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

PRIOR TO THE ACCIDENT THE CFI AND STUDENT WERE IN THE ACFT WHEN IT ROLLED INTO A BEAN FIELD WHILE LANDING ON A ROAD WHICH DIVIDED THE FIELD. AFTER PUSHING THE ACFT BACK ONTO THE ROAD A TAKEOFF WAS ATTEMPTED. DIRECTIONAL CONTROL WAS LOST AND THE ACFT NOSED OVER WHEN IT COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 1822

9/16/84

KATY, TX

A/C Reg. No. N4858G

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1823

9/18/84

ROCKWALL, TX

A/C Reg. No. N105BA

Time (Lcl) - 1630 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 - PITTS S-T1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 1

Eng Make/Model - LYCOMING AEIO-360-A1E
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/008 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
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

ROCKWALL MUNI.
Runway Ident - 34
Runway Lth/Wid - 2300/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1254	Last 24 Hrs	- 1
Make/Model	- 124	Last 30 Days	- UNK/NR
Instrument	- 2	Last 90 Days	- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE RWY WAS CLEAR WHEN HE TURNED ON FINAL. ONCE ON FINAL FORWARD VISIBILITY IS LIMITED AND THE PILOT DID NOT SEE THE COW UNTIL THE ACFT COLLIDED WITH IT. THE AIRPORT MANAGER WAS AWARE OF THE PROBLEM OF CATTLE WONDERING ONTO THE RWY BUT HAD DONE NOTHING TO IMPROVE THE SITUATION OR ADVISE PILOTS OF THE HAZARD.

Brief of Accident (Continued)

File No. - 1823

9/18/84

ROCKWALL, TX

A/C Reg. No. N105BA

Time (Lc1) - 1630 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - ANIMAL(S)
2. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - AIRPORT PERSONNEL

----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. - 1824 9/20/84 LANCASTER, TX

A/C Reg. No. N54984

Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

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
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- 080/004 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - UNK/NR

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

DALLAS, TX

Airport Proximity
ON AIRPORT

Airport Data

LANCASTER

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THAT THE ACFT WAS TAXIING FAST AND FAILED TO CLEAR THE ROW OF PARKED ACFT. THE LEFT WING CONTACTED THE TAIL OF A PARKED CESSNA 177, WHICH WAS DESTROYED BY IMPACT AND PROPELLER DAMAGE AS THE TAXIING ACFT SWUNG INTO IT.

Brief of Accident (Continued)

File No. - 1824

9/20/84

LANCASTER, TX

A/C Reg. No. N54984

Time (Lc1) - 1930 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1914 5/23/84 BOUNTIFUL, UT A/C Reg. No. N7386J Time (Lcl) - 1930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/008 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
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

BOUNTIFUL
Runway Ident - 34
Runway Lth/Wid - 4700/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 13473 Last 24 Hrs - 2
Make/Model- 8 Last 30 Days- UNK/NR
Instrument- 493 Last 90 Days- 6
Multi-Eng - 12833

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON SHORT FINAL DURING INSTRUCTIONAL LANDING PRACTICE. A TRUCK LOADED WITH A BACKHOE WAS CROSSING THE END OF THE RUNWAY FROM LEFT TO RIGHT ON A PUBLIC ACCESS ROAD WHICH DISPLAYED NO CAUTION OR WARNING SIGNS REGARDING AIRCRAFT OPERATIONS. NEITHER PILOT OBSERVED THE VEHICLE AND THE LEFT MAIN LANDING GEAR BROKE OFF ON CONTACT WITH THE BACKHOE ON LANDING TOUCHDOWN. THE AIRCRAFT VEERED OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1914

5/23/84

BOUNTIFUL,UT

A/C Reg. No. N7386J

Time (Lcl) - 1930 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. SUPERVISION - IMPROPER - PILOT IN COMMAND
 2. VISUAL LOOKOUT - NOT MAINTAINED - DUAL STUDENT
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. OBJECT - VEHICLE
 5. VISUAL LOOKOUT - NOT MAINTAINED - DRIVER OF VEHICLE
 6. AIRPORT FACILITIES - INADEQUATE
 7. LANDING GEAR, MAIN GEAR - OVERLOAD
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1984 8/03/84 WEST JORDAN,UT A/C Reg. No. N80163 Time (Lcl) - 0655 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	0

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

SALT LAKE CITY MUNICIPAL
Runway Ident - 34
Runway Lth/Wid - 5604/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 37
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 35
Make/Model- 35
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT JUST AS HE TOUCHED DOWN ON RWY 34 THE WIND SHIFTED FROM WEST TO EAST. HE ABORTED THE LANDING AND DURING THE CLIMBOUT, THE AIRCRAFT STALLED. EXAMINATION OF THE AIRCRAFT AFTER THE ACCIDENT REVEALED THE FLAPS WERE IN THE DOWN POSITION AND THE CARB HEAT WAS IN THE "ON" POSITION. THE STUDENT PILOT HAD 3 HOURS OF SOLO FLIGHT.

Brief of Accident (Continued)

File No. - 1984

8/03/84

WEST JORDAN,UT

A/C Reg. No. N80163

Time (Lc1) - 0655 MDT

Occurrence #1 : LOSS OF CONTROL - IN FLIGHT
Phase of Operation : LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. ABORTED LANDING - INITIATED - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 : IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation : DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7

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. - 1945 8/04/84 OGDEN,UT A/C Reg. No. N3392W Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4BS
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
OGDEN,UT
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed-
Visibility - UNK/NR
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	404	Last 24 Hrs -	1
Make/Model-	UNK/NR		Last 30 Days-	UNK/NR
Instrument-	4		Last 90 Days-	26

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DISCHARGING SKY DIVERS, PLT WAS CONCENTRATING ON MAX RATE OF DESCENT, ENG PWR AT IDLE, WHEN FUEL TANK IN USE RAN DRY. PWR LOSS NOT NOTED UNTIL THROTTLE APPLIED FOR LEVEL OFF. SWITCH TO USABLE FUEL TANK AND RESTART ATTEMPT INITIATED WITH INSUFFICIENT REMAINING ALTITUDE FOR SUCCESSFUL RESULT. FORCED LANDING EXECUTED ON FREEWAY OFF RAMP.

Brief of Accident (Continued)

File No. - 1945

8/04/84

OGDEN,UT

A/C Reg. No. N3392W

Time (Lc1) - 1330 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1909 8/27/84 PRICE,UT

A/C Reg. No. N7097F

Time (Lcl) - 1310 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/004 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 279
Make/Model- 279
Instrument- 0

Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FOLLOWING A MOUNTAIN ROAD THROUGH A PASS WHEN AIRCRAFT PERFORMANCE BECAME INSUFFICIENT TO OUT CLIMB RISING TERRAIN AND CONTINUED UNTIL THERE WAS INSUFFICIENT MANUVERING ROOM TO REVERSE COURSE. A FORCED LANDING WAS EFFECTED ON THE ROAD AND THE AIRCRAFT WAS STRUCK BY AN ONCOMING VEHICLE DURING ROLL OUT.

Brief of Accident (Continued)

File No. - 1909

8/27/84

PRICE,UT

A/C Reg. No. N7097F

Time (Lc1) - 1310 MDT

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - VEHICLE

----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. - 1993 5/25/84 DANVILLE, VA A/C Reg. No. N11254 Time (Lcl) - 1207 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - DESCENT			0	0	1
					None
					0

-----Aircraft Information-----

Make/Model - WACO RNF	Eng Make/Model - WARNER SCARAB 125	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1938	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 125 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	DANVILLE, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ROBBINSVILLE, NJ	DANVILLE MUNI.
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2792
SE LAND	Months Since - 4	Make/Model- 240
	Aircraft Type - UNK/NR	Instrument- 30
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS EN ROUTE TO NJ WHEN THE ENG BEGAN TO RUN ROUGH. HE DIVERTED TO DANVILLE, VA, AND LANDED. DURING THE SUBSEQUENT TAKEOFF THE ENG BEGAN TO RUN ROUGH, THEN QUIT AT AN ALT OF APRX 700 FEET. THE PILOT TURNED THE ACFT AND OVER FLEW THE DEPARTURE RWY TO AVOID OVERFLYING BUILDINGS ON THE DOWNWIND LEG. THE PILOT STATED THAT "FINAL APPROACH TURN TO FINAL LEG IS WHERE THE WING DROPPED AND THE ACFT STALLED FROM APRX 100 TO 200 FEET." EXAMINATION OF THE AIRCRAFT ENG AFTER THE ACCIDENT REVEALED SEVERAL STUCK AND SEIZED EXHAUST VALVES. THERE WAS NO EVIDENCE OF A LUBRICANT AROUND THE VALVE GUIDES. THE GUIDES MUST BE LUBRICATED ON A PERIOD BASIS BY MAINTENANCE PERSONNEL.

Brief of Accident (Continued)

File No. - 1993

5/25/84

DANVILLE,VA

A/C Reg. No. N11254

Time (Lcl) - 1207 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,OIL - INADEQUATE
 2. MAINTENANCE,SERVICE OF AIRCRAFT - NOT PERFORMED - OTHER MAINTENANCE PSNL
 3. ENGINE ASSEMBLY,VALVE - LOCKED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. AIRSPEED(VS) - EXCEEDED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1942 10/14/84 WIRTZ,VA

A/C Reg. No. N6348G

Time (Lcl) - 1630 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 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BOWMAN FIELD
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 - 37
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 239
Make/Model- 180
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 4
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A 1 HR 45 MIN FLT, PLT DECIDED TO INITIATE ANOTHER FLT. FUEL QUANTITY GAGES INDICATED 1/4 FULL.
ENG LOST PWR ON INITIAL CLIMB. FORCED LANDING EXECUTED IN OPEN FIELD, WIND STRUCK FENCE POST. POST-MISHAP
INSPECTION REVEALED FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1942

10/14/84

WIRTZ,VA

A/C Reg. No. N6348G

Time (Lcl) - 1630 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 2. FLUID - EXHAUSTION
 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1954 11/10/84 RUSTBURGH, VA A/C Reg. No. N5506A Time (Lcl) - 1620 EST

-----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
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BOEING 75	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	- 2717	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRSTRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	GLICK AG STRIP
Wind Dir/Speed	- 210/016 KTS	Runway Ident
Visibility	- 40.0 SM	- 18
Lowest Sky/Clouds	- 10000 FT SCATTERED	Runway Lth/Wid
Lowest Ceiling	- 25000 FT BROKEN	- 1100 -UNK/NR
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- GRASS/TURF
Condition of Light	- DAYLIGHT	Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3978	Last 24 Hrs - 5
SE LAND	Months Since - 4	Make/Model- 372	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 13	Last 90 Days- 26
			Rotorcraft - 1375

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS LANDING ON THE 1,100 FOOT LONG RUNWAY TO THE SOUTH WITH A 16 KNOT TAILWIND. THE PLT CONTINUED TO STATE THAT WHILE ON FINAL APCH THE AIRCRAFT HAD AN EXCESSIVE RATE OF SINK. THE PLT ADDED FULL POWER IN AN ATTEMPT TO ARREST THE DESCENT BUT THE ACFT STRUCK THE RUNWAY HARD, BREAKING THE LEFT MAIN LANDING GEAR. THE AIRCRAFT NOSED OVER AND SKIDDED APRX 25 FEET.

Brief of Accident (Continued)

File No. - 1954

11/10/84

RUSTBURGH,VA

A/C Reg. No. N5506A

Time (Lcl) - 1620 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
 6. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1965 8/17/84 VANCOUVER,WA A/C Reg. No. N9917 Time (Lcl) - 1600 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	- CURTISS WRIGHT TRAVEL AIR B9-40	Eng Make/Model	- CURTIS WRIGHT R-760	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	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- 330/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3800 FT

Lowest Ceiling - 3800 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OREGON CITY,OR

Destination
VANCOUVER,WA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

EVERGREEN

Runway Ident - 28

Runway Lth/Wid - 2400/ 42

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 - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1200

Make/Model- 500

Instrument- 10

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED AFTER THE ACCIDENT THAT HE APPLIED TOO MUCH BRAKE DURING THE LANDING ROLL. THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1965

8/17/84

VANCOUVER,WA

A/C Reg. No. N9917

Time (Lc1) - 1600 PDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1900 9/28/84 DARRINGTON, WA A/C Reg. No. N9701J Time (Lc1) - 1620 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2175	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 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 FRIDAY HARBOR, WA</p> <p>Destination DARRINGTON, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data DARRINGTON MUNICIPAL</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 3200/ 50</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 - 30</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 79</p> <p>Make/Model- 4</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE RWYS END INTO A TREE STUMP AND BRUSH DURING LANDING. THE PLT SAID HE LANDED WITH EXCESS SPEED AND WAS UNABLE TO STOP. THE PLT RECOMMENDED THAT A GO-AROUND SHOULD HAVE BEEN PERFORMED.

Brief of Accident (Continued)

File No. - 1900

9/28/84

DARRINGTON, WA

A/C Reg. No. N9701J

Time (Lc1) - 1620 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1938 5/25/84 MIDDLETON,WI A/C Reg. No. N93009 Time (Lcl) - 1228 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	2

-----Aircraft Information-----

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2100 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROCHELLE,IL
Destination
HAYWARD,WI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MOREY
Runway Ident - 09
Runway Lth/Wid - 2560/ 175
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-210

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 816
Make/Model- 783
Instrument- 114

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PWR LOSS EXPERIENCED DURING NORMAL CRUISE FLT. PLT RECEIVED VECTOR TO NEAREST AIRPORT. THERE WAS NO EVIDENCE OF ATTEMPT TO REGAIN POWER. ON APPROACH TO AIRPORT, PLT EXTENDED LNDG GEAR. RESULTANT DRAG FACTOR INCREASED GLIDE ANGLE TO EXTENT PLT FELT CLEARANCE OF TREES AT RWY APPROACH END WOULD BE MARGINAL, ELECTED TO LAND IN SOFT (TREE NURSERY) TERRAIN. ACFT NOSED OVER ON LANDING.

Brief of Accident (Continued)

File No. - 1938

5/25/84

MIDDLETON, WI

A/C Reg. No. N93009

Time (Lc1) - 1228 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
4. CLEARANCE - ATTEMPTED - PILOT IN COMMAND
5. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1996 9/24/84 BLUEFIELD,WV A/C Reg. No. N1398X Time (Lc1) - 0940 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	1

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -HOVER

Crew
Pass

-----Aircraft Information-----

Make/Model - BELL 47G-5

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2850

No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-B1A

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 - NWS

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 190/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

CHARLESTON,WV

Airport Proximity

ON AIRPORT

Airport Data

MERCER COUNTY

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

NONE

HELICOPTER

Age - 37

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5897

Make/Model- 1742

Instrument- 191

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 150

Rotorcraft - 5897

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT STATED THAT HE HOVERED THE HELICOPTER, MADE A RIGHT PEDAL TURN AND INITIATED A HOVER TAXI ACROSS A ROCKY RAVINE ADJACENT TO THE PAD. WHEN OVER THE RAVINE THE HELICOPTER SETTLED ONTO TO BOULDERS BENEATH IT. THE PILOT ALSO STATED THAT HE THOUGHT HE LOST GROUND EFFECT.

Brief of Accident (Continued)

File No. - 1996

9/24/84

BLUEFIELD,WV

A/C Reg. No. N1398X

Time (Lcl) - 0940 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - DITCH
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1881

3/07/84

SARATOGA, WY

A/C Reg. No. N400SB

Time (Lcl) - 2217 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24-400
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 5

Eng Make/Model - LYCOMING IO-720-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 400 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- 020/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

CASPER, WY

Destination

SARATOGA, WY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 13000

Make/Model- 600

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT X-COUNTRY AFTER A 16 HOUR DAY THE AIRLINE CAPTAIN FLYING HIS OWN ACFT HOME COLLIDED WITH A MOUNTAIN AT THE 10000 FT LEVEL. THE WEATHER WAS VMC BUT THE WINDS ALOFT WERE STRONG AND WOULD HAVE BLOWN THE ACFT TOWARD THE MOUNTAIN HAD NO WIND CORRECTION ANGLE BEEN USED. THE ACFT WAS IN A STABLE SHALLOW DESCENT WHEN THE ACCIDENT OCCURRED 17 MILES FROM THE DESTINATION.

Brief of Accident (Continued)

File No. - 1881

3/07/84

SARATOGA, WY

A/C Reg. No. N400SB

Time (Lc1) - 2217 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH TERRAIN
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. IMPROPER DECISION, FATIGUE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1986

5/23/84

EVANSTON,WY

A/C Reg. No. N6730G

Time (Lc1) - 1145 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150L

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/020 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

ROCK SPRINGS,WY

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

EVANSTON MUNI.

Runway Ident - 34

Runway Lth/Wid - 5000/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 63

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 31 Last 24 Hrs - 1

Make/Model- 29 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE COULDN'T MAKE RADIO CONTACT WITH THE ARPT AND THE WIND SOCK INDICATED A X-WIND SO HE ELECTED TO USE RWY 34. THE ACFT BOUNCED DURING THE LANDING. PLT STATED, "THE WIND SHIFTED FROM A X-WIND TO 140 DEG, CAUSING A DOWNWIND WHICH CAUSED THE PLANE TO FLOP ON IT'S BACK."

Brief of Accident (Continued)

File No. - 1986

5/23/84

EVANSTON,WY

A/C Reg. No. N6730G

Time (Lcl) - 1145 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. WEATHER CONDITION - GUSTS
 6. WEATHER CONDITION - TAILWIND
 7. WEATHER CONDITION - CROSSWIND
 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1962 6/03/84 ALCOVA,WY A/C Reg. No. N4997A Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-EVERGREEN HELICOPTERS INC	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
							0

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA316B	Eng Make/Model	- TURBOMECA ARTOUSTE III	ELT Installed/Activated	- NO	-N/A
Landing Gear	- UNK/NR	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4960	Engine Type	- TURBOSHAFT			
No. of Seats	- 7	Rated Power	- 690 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	CASPER,WY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 220/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- OVERCAST	Type Apch/Lndg	- CIRCLING		
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
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 - 8800	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model - 20	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - B0105EB	Instrument - 135	Last 90 Days - 30
			Rotorcraft - 8400

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT THE APPROACH AND LANDING WERE NORMAL UNTIL GROUND RESONANCE STARTED AND THE BRAKES DID NOT HOLD. THE PLT ATTEMPTED TO PICK BACK UP TO A HOVER TO REPOSITION, BUT LOST DIRECTIONAL CONTROL. THE ACFT YAWED AND ROLLED TO THE LEFT ON NOSE. THE PLT STATED THAT HE "WOULD PREFER TO BE ABLE TO FLY THE ALOUETTE III MORE OFTEN FOR PROFICIENCY." THE ALOUETTE III MAIN ROTOR BLADES ROTATE IN THE OPPOSITE DIRECTION OF AMERICAN MANUFACTURED HELICOPTERS. THE PLT HAS LOGGED 8784 HRS IN AMERICAN MADE HELICOPTERS AND 20 HRS IN THE AEROSPATIALE HELICOPTERS.

Brief of Accident (Continued)

File No. - 1962

6/03/84

ALCOVA,WY

A/C Reg. No. N4997A

Time (Lcl) - 1700 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1948

7/20/84

MEETEETSE, WY

A/C Reg. No. N6083A

Time (Lc1) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----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 - 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- 220/004 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CODY, WY

Destination

HOODOO RANCH AR, WY

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 - 54

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2100 Last 24 Hrs - 2

Make/Model- 2100 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

PLT REPORTED FLT WAS BEING CONDUCTED IN MOUNTAINOUS TERRAIN WITH FOG PATCHES IN THE AREA. CONDITIONS CONDUCTIVE TO CARB ICE EXISTED. CALCULATED TEMP AT FLIGHT ALTITUDE OF 9000 FT MSL: 62 DEGS. PLT'S ESTIMATE OF TEMP: 50 DEGS. CLOSEST REPORTED DEW PT: 57 DEGS. CALCULATED DENSITY ALT: 11000 FT. ACFT CERTIFIED SERVICE CEILING: 18500 FT. CARB HEAT NOT REPORTED IN USE. PLT CITED CARB ICE AS THE CAUSE OF THE POWER LOSS.

Brief of Accident (Continued)

File No. - 1948

7/20/84

MEETEETSE,WY

A/C Reg. No. N6083A

Time (Lc1) - 0900 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AIRPORT FACILITIES - MOUNTAINOUS/HILLY
 4. AIRPORT FACILITIES - NONE SUITABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7190

NTSB-AAB-86-06

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