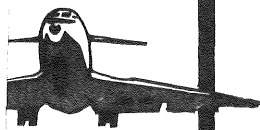


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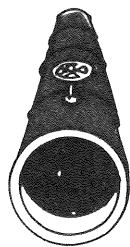
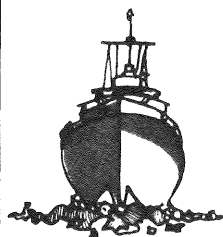
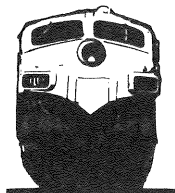


NATIONAL TRANSPORTATION SAFETY BOARD

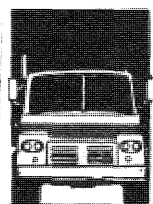
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

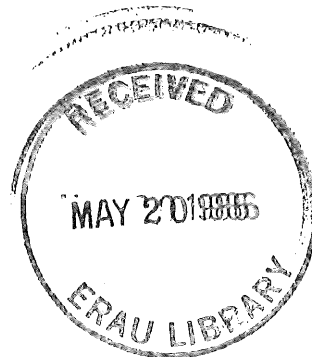
**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 12 OF 1984 ACCIDENTS**



NTSB/AAB-86/08



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TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/08		2. Government Accession No. PB86-916908		3. Recipient's Catalog No.	
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				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1984 in Brief Format	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p style="text-align: center;">File Numbers: 2201 through 2400</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 12

CALENDAR YEAR 1984

File Order Listing - Issue No. 12, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2201	7392K	121184	ALMYRA, AR	CESSNA	R172K	NONE	16
2202	8366C	101284	BEELER, KS	PIPER	PA-28-181	FATAL	164
2204	1842R	100284	AUSTIN, NV	CESSNA	R182	FATAL	262
2205	9740C	042484	POCAHONTAS, AR	HILLER	UH-12E	NONE	2
2206	3510V	110484	OXFORD, IA	CESSNA	150	NONE	114
2207	6516K	091284	LITTLE ROCK, AR	REPUBLIC	RC-3	SERIOUS	10
2208	4014D	100384	LEPANTO, AR	AYRES	S2R-R3S	NONE	12
2209	4796	070384	BERNIE, MO	GRUMMAN	G164A	MINOR	222
2210	8136G	090384	MCCALL, ID	CESSNA	210K	FATAL	120
2211	3645N	082984	SAN JOSE, CA	MOONEY	M-20G	NONE	50
2212	5122U	082284	SACRAMENTO, CA	CESSNA	206	NONE	44
2213	71W	021384	CALIFORNIA CITY, CA	MAUPIN	WOODSTOCK-	FATAL	30
2214	56526	091284	DRIGGS, ID	MAULE	M6	NONE	122
2215	1054Q	091584	KELSO, WA	PIPER	PA-32-300	NONE	364
2216	2386C	091884	MOUNTAIN HOME, ID	CESSNA	R-182	NONE	124
2217	1949U	091584	AUSTIN, NV	CESSNA	T206	NONE	260
2218	5261X	062984	WYNNE, AR	CHAMPION	7ECA	NONE	4
2219	22732	062484	NEBRASKA CITY, NE	CESSNA	150H	NONE	238
2220	91725	072284	HARLAN, KY	CESSNA	182M	SERIOUS	166
2221	8152Z	110484	SANGER, CA	PIPER	PA-32-301	NONE	60
2222	48809	102784	FILLMORE, CA	CESSNA	152	NONE	56
2223	57BL	091284	CLIFTON, AZ	AGUSTA	A109	NONE	22
2224	57593	072584	BAINBRIDGE, GA	PIPER	PA-36-285	NONE	102
2225	9014W	072184	SELBYVILLE, DE	PIPER	PA-28-235	FATAL	80
2226	20DB	103084	BEAUMONT, CA	BELL	206B	FATAL	58

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2227	6262H	101884	SEDONA, AZ	CESSNA	T207A	NONE	28
2228	738PS	092784	STOCKTON, CA	CESSNA	172N	NONE	54
2229	915ER	092784	PRESCOTT, AZ	CESSNA	172Q	MINOR	26
2230	7AE	082384	MONTEREY, CA	CESSNA	320C	FATAL	48
2231	6321M	081284	CRESSEY, CA	CESSNA	152	NONE	42
2232	27046	072784	YOUNTVILLE, CA	BALLOON WORK	FIRE FLY 8	SERIOUS	36
2233	8874L	060684	BERMUDA DUNES, CA	GRUMMAN AMER	AA-1B	MINOR	32
2234	2454B	111284	BURLINGTON, IA	PIPER	PA-38-112	NONE	116
2236	48032	052684	EDGEWOOD, NM	BLANIK	L-13	FATAL	256
2237	1425P	051384	PARKER, CO	PIPER	PA-23-150	SERIOUS	64
2238	704GX	110384	WYATT, IN	CESSNA	150M	NONE	156
2239	683SC	090384	APPLETON, WI	UNGERECHT	Q-2	NONE	374
2240	14DC	120284	WATERVILLE, WA	CESSNA	414	NONE	368
2241	9661A	101084	LAS VEGAS, NV	CESSNA	140A	NONE	264
2242	48757	100784	ABERDEEN, ID	CESSNA	152	NONE	128
2243	320RD	090584	CLEAR LAKE, MN	CESSNA	320B	NONE	216
2244	6825K	071384	BRULE, NE	GRUMMAN	G-164B	NONE	240
2245	60209	122384	MOUNDSVILLE, WV	CESSNA	150	NONE	386
2246	29RH	090984	LYNCHBURG, VA	PIPER	PA-31-325	SERIOUS	360
2247	105CP	071484	REHOBETH, MA	MBB	BO-105C	FATAL	176
2248	4445P	082284	PARADISE, CA	CESSNA	T337G	FATAL	46
2249	27JD	072084	GREENWOOD, MS	DEHAVILLAND	DHC-1B	FATAL	232
2251	2700S	092084	CARLSBAD, CA	CESSNA	414A	NONE	52
2252	9925	090884	GOODYEAR, AZ	GRUMMAN	164A	NONE	20
2253	8032M	081284	PACIFIC OCEAN, OF	CESSNA	182P	MINOR	270

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2254	22971	081184	LINCOLN, CA	CESSNA	150H	MINOR	40
2255	466MA	041984	BURLINGTON, CT	MITSUBISHI A	MU-2B-60	FATAL	72
2256	2088V	091784	SOMERS, CT	BELL	206L-1	MINOR	78
2257	9335J	022084	LEXINGTON, NY	PIPER	PA-28-180	SERIOUS	266
2258	4230S	082084	WEST HAMLIN, WV	ROTOR WAY	SCORPION 1	FATAL	384
2259	9931J	062284	SHELBY, MS	CESSNA	T188C	NONE	230
2260	1717C	081684	VIRGINIA BEACH, VA	BELLANCA	7KCAB	NONE	358
2261	5732P	072184	BINGHAM, ME	PIPER	PA-24-180	SERIOUS	188
2262	5568A	070284	NORTH LEBANNON, ME	RAVEN	RX 6	SERIOUS	186
2263	50699	082584	BROOKVILLE, OH	CESSNA	150	NONE	282
2264	18683	081884	PALMYRA, WI	CESSNA	150L	MINOR	372
2265	5881Z	080384	BLOOMINGTON, IL	PIPER	PA-22-108	SERIOUS	136
2266	700CB	080384	DETROIT, MI	GULFSTREAM	690	NONE	200
2267	6533K	062084	WARREN, MN	GRUMMAN	G-164B	FATAL	212
2267	9367K	062084	WARREN, MN	CESSNA	T188C	FATAL	210
2268	94955	080184	HESEL, MI	FAIRCHILD	BC12-D	SERIOUS	198
2269	3639X	090384	ORLANDO, FL	ROCKWELL COM	100-180	NONE	86
2270	4229G	072784	CLARINDA, IA	SIMS - BASSE	VARIEZE	FATAL	110
2271	9842L	102784	GLEN CANYON, UT	CESSNA	320B	NONE	356
2272	7346D	082584	AURORA, CO	PIPER	PA-22-150	NONE	68
2273	8802R	062584	MARION, SD	EAGLE	DW-1	NONE	324
2274	33290	071484	GARDNER, MA	PIPER	J4A	FATAL	174
2275	1915S	082584	LAWRENCE, KS	SHINDLER-SMI	THE BLUE M	SERIOUS	162
2276	6897L	091484	DAYTON, TN	PIPER	602P	FATAL	326
2277	3110U	083184	ROCK SPRINGS, WY	CESSNA	182F	FATAL	388

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2278	9726S	083184	BRIDGEPORT, NE	BEECH	BE 58	NONE	242
2279	6073Q	081584	ST. SIMON, GA	MOONEY	20E	MINOR	104
2280	9561Z	102584	HEBER CITY, UT	BEECH	C-45H	NONE	354
2281	1212A	122584	CODY, WY	PIPER	PA-18	SERIOUS	390
2282	3898Y	123184	JACKSON, WY	BELL	206-L3	MINOR	392
2283	47DP	100884	ALBUQUERQUE, NM	PICCARD	AX6W	SERIOUS	258
2284	59424	102284	BELLE GLADE, FL	BELL	47G-5A	SERIOUS	96
2285	4371Y	082084	VERO BEACH, FL	PIPER	PA-46-310P	SERIOUS	84
2286	9282U	090784	COUNCIL BLUFFS, IA	CESSNA	C-150M	NONE	112
2287	8317R	082584	NAPERVILLE, IL	PIPER	PA-28RT-20	MINOR	138
2288	3958C	090984	GREENVILLE, IL	HARRIS	GOLDWING	SERIOUS	142
2289	899	090884	OAK HARBOR, OH	PITTS	S-2A	SERIOUS	284
2290	8033R	091984	EVANSVILLE, IN	BEECHCRAFT	A-24R	NONE	154
2291	278BC	101684	YPSILANTI, MI	CROSETTI	GLASAIR -	NONE	208
2292	4357Q	062484	LEWISBURG, OH	CESSNA	172L	MINOR	274
2293	83WH	080284	EAU CLAIRE, WI	VIKING	DRAGON FLY	NONE	370
2294	4428T	081684	PUT-IN-BAY, OH	PIPER	PA-28R-200	MINOR	278
2295	1QR	082484	EDEN PRAIRIE, MN	BEECHCRAFT	V35B	NONE	214
2296	4571Y	090784	SHEBOYGAN, WI	PIPER	PA25	NONE	376
2297	10SF	090884	LANSING, IL	MOONEY	M20E	NONE	140
2298	7003Q	092984	CANTON, OH	AVIAN BALLOO	AX8	NONE	288
2299	2265N	091084	DE PERE, WI	DENIL	SONERA II	MINOR	378
2300	3058F	091484	MEDINA, OH	CESSNA	182J	MINOR	286
2301	5023D	091884	COVINGTON, IN	PICKEL	SMITH MINI	NONE	152
2302	4085X	061984	FRANKTOWN, CO	ROCKWELL	100-180	FATAL	66

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2303	1530E	062884	GAINSVILLE, MO	CESSNA	172N	NONE	220
2304	61625	070684	COLT, AR	CESSNA	172M	NONE	6
2305	4772X	062284	SPINDLE, IN	CESSNA	150G	NONE	150
2306	6106K	092684	CLIO, MI	CESSNA	150M	NONE	204
2307	90543	092384	MISS.PAL.ST.PK, IL	BELL	47G-3B1	NONE	146
2308	25687	092184	LAKE ELMO, MN	PIPER	PA-38-112	NONE	218
2309	3332	080484	GRAND HAVEN, MI	DAHLMAN	BD4	NONE	202
2310	66789	072284	NEWARK, OH	CESSNA	150M	NONE	276
2311	29381	071484	COLUMBIA, IL	CESSNA	177	NONE	132
2312	2259A	112584	BROWNWOOD, TX	PIPER	PA-22	NONE	350
2313	1591S	110384	SONORA, TX	BEECH	95-A55	SERIOUS	346
2314	55350	101684	STILLWATER, OK	CESSNA	172P	NONE	292
2315	2427P	100284	MIAMI, FL	PIPER	PA-38-112	MINOR	90
2316	5348B	091584	KEY WEST, FL	CESSNA	152	NONE	88
2317	6821C	080184	UNIVERSITY PARK, PA	CESSNA	335	NONE	314
2318	14DR	072384	YORK, PA	CESSNA	310I	NONE	310
2319	5743F	122484	GRAPELAND, TX	PIPER	PA-28-140	MINOR	352
2320	93480	090284	MISSING ACFT, OF	CESSNA	152	FATAL	272
2321	441ST	111084	GRAND CHENIER, LA	CESSNA	441	MINOR	170
2322	93067	110384	TERLINGUA, TX	BELL	47D1	NONE	348
2323	24UE	102384	WILLISTON, FL	PIPER	PA-23-250	MINOR	98
2324	52538	032584	CORRY, PA	CESSNA	C172	NONE	300
2325	3777A	072684	CANTON, PA	PIPER	PA-22-135	MINOR	312
2326	4332E	081484	NEW CASTLE, PA	PIPER	PA-38-112	NONE	318
2327	55697	061884	MONONGAHELA, PA	PIPER	PA-34-200	NONE	304

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2328	527Y	081684	FAIRMONT, MD	GRUMMAN	G-164	MINOR	182
2329	2712H	080584	PLYMOUTH, MA	SCHWEIZER	SGS 1-26E	SERIOUS	178
2330	6666C	081984	FISHERS ISLAND, NY	HUGHES	369D	MINOR	268
2331	32127	062384	ORANGE, MA	WACO	UPF-7	NONE	172
2332	9278Z	092584	YUMA, AZ	HILLER	UH12ET	SERIOUS	24
2333	9405E	111384	JAMUL, CA	CESSNA	172N	FATAL	62
2334	8632N	072184	GOLETA, CA	PIPER	PA-32-300	FATAL	34
2336	42981	081084	COMPTON, CA	PIPER	PA-28-181	MINOR	38
2337	25705	112984	STUART, FL	PIPER	PA-38-112	NONE	100
2338	8635W	081984	PUT IN BAY, OH	PIPER	PA-28-235	FATAL	280
2339	36219	072884	SANDWICH, IL	PIPER	PA-32RT-30	FATAL	134
2340	8377Z	070884	OAK BROOK, IL	CESSNA	205	SERIOUS	130
2341	912RE	063084	WICHITA, KS	ROTEC	RALLY SPOR	NONE	158
2342	48583	072084	STEELE, MO	GRUMMAN	G-164A	NONE	224
2343	56U	080484	AUGUSTA, ME	ZAPPIA GABRI	QUICKIE-2	SERIOUS	194
2344	84103	061684	BRIDGEPORT, TX	CESSNA	172K	MINOR	336
2345	86120	120184	COUNCIL BLUFFS, IA	AERONCA	11AC	SERIOUS	118
2346	284JD	110684	OMAHA, AR	PIPER	PA18-150	FATAL	14
2347	2320T	122784	STUTTGART, AR	PIPER	PA-28-180	MINOR	18
2348	734YR	102084	DODGEVILLE, WI	CESSNA	172N	SERIOUS	380
2349	2428L	111884	WILD ROSE, WI	PIPER	PA-38-112	NONE	382
2350	108DR	092984	AURORA, OR	GARRE LEO J	GLASAIR	NONE	294
2351	58256	111684	KINGS VALLEY, OR	HUGHES	369D	MINOR	298
2352	42Q	091884	TWIN FALLS, ID	DRAKE	QUICKIE II	NONE	126
2353	739UW	100784	ASHFORD, WA	CESSNA	172N	NONE	366

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2354	54JB	101584	PUNTA GORDA, FL	PITTS SPECIA	S-1C	SERIOUS	94
2355	44095	110284	SPRINGFIELD, MO	PIPER	PA-28-151	NONE	228
2356	4966X	082584	PALESTINE, AR	ROCKWELL INT	S-2R	FATAL	8
2357	5018L	112684	MANCOS, CO	BELL	206B-III	NONE	70
2358	1111Q	031184	QUESTA, NM	CESSNA	310H	FATAL	254
2359	60960	101584	COOLIDGE, GA	CESSNA	150J	MINOR	108
2360	16220	090184	MARSHALL, MO	CESSNA	150L	NONE	226
2361	105TC	080284	NEWPORT, RI	BEECH	BE-55	NONE	322
2362	90G	090984	NORRIDGEWOCK, ME	CESSNA	C182	NONE	196
2363	5338C	081484	NEWARK, NJ	CESSNA	310II	SERIOUS	250
2364	9841V	081084	BLOOM, KS	CESSNA	188	SERIOUS	160
2365	500JT	101884	COMPTON, IL	PIPER	PA-34-200T	NONE	148
2366	5221H	101384	SAINT CLOUD, MI	PIPER	PA-16	SERIOUS	206
2367	8323B	051984	ELKTON, MD	CESSNA	172	SERIOUS	180
2368	196JB	042984	WILLIMANTIC, CT	BENSON	B8M	SERIOUS	74
2369	93907	101384	BRODHEADSVILLE, PA	ENGINEERING	415-C	SERIOUS	320
2370	74558	081484	DANBURY, CT	MOONEY	M20C	SERIOUS	76
2371	9914S	061084	ATLANTIC CITY, NJ	MOONEY	M20	SERIOUS	248
2372	1477W	070484	PENN RUN, PA	BELL	47G-5	NONE	306
2373	4475V	070784	BROWNSVILLE, PA	TIERRA	II	SERIOUS	308
2374	2612G	101584	TILLER, OR	CESSNA	182B	FATAL	296
2375	5831T	110884	WILLISTON, ND	CESSNA	185C	NONE	236
2376	7393C	101484	LIVE OAK, FL	CESSNA	T210N	NONE	92
2377	8150Z	033184	BEAUMONT, TX	CESSNA	210-5(205)	FATAL	328
2378	4314L	082084	CALDWELL, NJ	PIPER	PA-28-161	NONE	252

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2379	44325	081884	WHITE MARSH, MD	PIPER	PA-28-180	SERIOUS	184
2380	199B	092284	PLATO CENTER, IL	ROBERT EGGB	SONERAI 2L	FATAL	144
2381	9202Y	081184	SEVEN SPRINGS, PA	PIPER	PA-31-350	NONE	316
2382	89880	042184	PITTSBURGH, PA	CESSNA	152	NONE	302
2383	38402	072984	GILEAD, ME	PIPER	J58	SERIOUS	192
2384	13HH	062084	SUGARBUSH, VT	ROLLADEN-SCH	LS-4	NONE	362
2385	2002T	080384	MOULTONBORO, NH	TEAL	TSC 1A	NONE	244
2386	63351	081984	CLAREMONT, NH	CESSNA	150M	NONE	246
2387	9276D	072184	SEBOOMOOK LAKE, ME	PIPER	PA-18	MINOR	190
2388	7723K	110784	HARMONY, NC	CESSNA	180J	NONE	234
2389	2936N	072784	SMYRNA, DE	PIPER	PA-28RT-20	NONE	82
2390	94RE	060984	AMARILLO, TX	ROTEC ENGINE	RALLY 3A	NONE	332
2391	4942E	061884	NEW IBERIA, LA	CESSNA	A185F	NONE	168
2392	23413	060984	SAN ANTONIO, TX	PIPER	J3C-65	NONE	330
2393	666CS	090784	HAZLEHURST, GA	CESSNA	411	NONE	106
2394	58272	061384	KERRVILLE, TX	HUGHES	269C	NONE	334
2395	4702P	061684	HOUSTON, TX	CESSNA	152	NONE	338
2396	82213	061884	BLUE RIDGE, TX	PIPER	PA-18-150	NONE	342
2397	3491N	061784	CLEBURNE, TX	PIPER	PA-22-135	NONE	340
2398	77BG	062384	OKLAHOMA CITY, OK	GRIFFIN TRAN	STARDUSTER	NONE	290
2399	731TL	062584	SPEAKS, TX	CESSNA	A188B	NONE	344

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 12 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2205 4/24/84 POCAHONTAS,AR A/C Reg. No. N9740C Time (Lcl) - 1330 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - HILLER UH-12E
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 2

Eng Make/Model - LYCOMING VO-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 235/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
POCAHONTAS,AR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

HELICOPTER AG STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8050	Last 24 Hrs	- UNK/NR
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	60	Last 90 Days-	UNK/NR
Multi-Eng -	50		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER AN ENGINE FAILURE DURING A SWATH RUN AT AN ALT OF 20 FT AGL. EXAMINATION OF THE ENGINE REVEALED 3 DOWEL PINS AND 6 SCREWS WHICH HOLD THE STARTER DRIVE GEAR AND THE ACCESSORY DRIVE GEAR HAD SHEARED. METALLURGICAL EXAM REVEALED THAT DOWEL PINS AND SCREWS FAILED FROM FATIGUE. THE ENGINE HAD BEEN IN OPERATION FOR 6 HRS SINCE A MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 2205

4/24/84

POCAHONTAS, AR

A/C Reg. No. N9740C

Time (Lcl) - 1330 CST

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

Finding(s)

1. ACCESSORY DRIVE ASSY - FAILURE, PARTIAL
 2. ACCESSORY DRIVE ASSY - FATIGUE
 3. ENGINE ACCESSORIES, ENGINE STARTER - FAILURE, PARTIAL
 4. ENGINE ACCESSORIES, ENGINE STARTER - FATIGUE
 5. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2218

6/29/84

WYNNE, AR

A/C Reg. No. N5261X

Time (Lcl) - 1830 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	0

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/009 KTS
Visibility - 10.0 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
MEMPHIS, TN
Destination
WYNNE, AR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WYNNE MUNI
Runway Ident - 16
Runway Lth/Wid - 3530/ 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 - 0
Aircraft Type - 7ECA

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 76
Last 24 Hrs - UNK/NR
Make/Model- 20
Instrument- 2
Last 30 Days- 11
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LANDING ON RWY 16 THE PILOT NOTICED AN AERIAL APPLICATION ACFT LINED UP TO LAND ON RWY 34. HEAVY BRAKING WAS APPLIED. THE ACFT STRUCK A RWY LIGHT, NOSED OVER AND CAME TO REST INVERTED. THE AERIAL APPLICATION ACFT DID NOT HAVE A RADIO. IT OVERFLEW THE ACCIDENT ACFT AND LANDED ON RWY 16 AT THE UNCONTROLLED ARPT.

Brief of Accident (Continued)

File No. - 2218

6/29/84

WYNNE, AR

A/C Reg. No. N5261X

Time (Lc1) - 1830 CDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
 4. BRAKES(NORMAL) - 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 - AIRPORT FACILITY
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2304 7/06/84 COLT,AR

A/C Reg. No. N61625

Time (Lcl) - 2000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
No. of Seats - 4

Eng Make/Model - LYCOMING O-320E2D
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- 220/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLT,AR
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

AG STRIP
Runway Ident - 18
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 705	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE MADE HIS FINAL APPROACH TO THE RWY AT 70 MPH AND THE AIRCRAFT FLOATED WHEN HE FLARED FOR TOUCHDOWN. HE CONTINUED TO STATE THAT AFTER ACFT TOUCHED DOWN, INSUFFICIENT RUNWAY REMAINED TO STOP BEFORE OVERRUNNING THE RUNWAY AND IMPACTED A DIRT BANK.

Brief of Accident (Continued)

File No. - 2304

7/06/84

COLT,AR

A/C Reg. No. N61625

Time (Lcl) - 2000 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2356

8/25/84

PALESTINE, AR

A/C Reg. No. N4966X

Time (Lcl) - 1900 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - ROCKWELL INTL S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 7000
No. of Seats - 1

Eng Make/Model - P&W PT6A-21
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 550 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- VARIABLE
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
PALESTINE, AR
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

ATC/Airspace

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

Runway Ident - 09
Runway Lth/Wid - 2600/ 100
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3500	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER AN AERIAL SPRAY OPERATION, THE PLT TOOK A PASSENGER ABOARD THE SINGLE PLACE ACFT FOR A "RIDE AROUND THE FIELD." WITNESSES SAID THE PAX SAT TO THE RGT OF THE PLT IN THE COCKPIT. AFTER TAKEOFF TO THE EAST, THE PLT RETURNED FOR A LOW PASS DOWN THE RWY IN THE DIRECTION OF TAKEOFF. AT THE END OF THE RWY, THE ACFT WAS OBSERVED TO PULL UP TO AN ALT OF ABOUT 800 FT, THEN TURN & ROLL OVER INTO AN INVERTED ATTITUDE. SUBSEQUENTLY, THE ACFT FELL TO THE GROUND & IMPACTED IN A NOSE LOW, WINGS LEVEL, INVERTED ATTITUDE. NO MECHANICAL REASONS FOR THE ACCIDENT WERE FOUND DURING THE INVESTIGATION. A TOXICOLOGY CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LEVEL OF ONLY 32 MG% (0.032%). NO ALCOHOL WAS DETECTED IN A URINE SAMPLE.

Brief of Accident (Continued)

File No. - 2356

8/25/84

PALESTINE,AR

A/C Reg. No. N4966X

Time (Lc1) - 1900 CDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2207 9/12/84 LITTLE ROCK, AR A/C Reg. No. N6516K Time (Lcl) - 1010 CDT

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

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

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

Make/Model - REPUBLIC RC-3	Eng Make/Model - FRANKLIN 6A8-215-B9F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2980	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 215 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	DENTON, TX	ADAMS FIELD
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7172/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 518
SE LAND, ME LAND	Months Since - 20	Last 24 Hrs - 6
	Aircraft Type - C-172	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 72
		Last 90 Days- 60
		Multi-Eng - 258

Instrument Rating(s) - NONE

-----Narrative-----

THE ANTIQUE ACFT WAS PURCHASED AND A FERRY FLT TO CALIFORNIA ATTEMPTED WITH VERY LIMITED DUAL INSTRUCTION AND MINIMAL KNOWLEDGE OF THE ACFT. THE PROPELLER INSTALLED ON THE ACFT WAS NOT IN ACCORDANCE WITH FAA SPECIFICATIONS. AN STC WAS AVAILABLE FOR THE PROPELLER BUT MAINT LOGS DID NOT REFLECT THE INSTALLATION OF THE PROPELLER OR IF THE STC HAD BEEN COMPLIED WITH. ACCORDING TO THE PLT'S STATEMENT, IN THE 6 HRS OF EXPERIENCE IN THE ACFT THE MAX ENGINE RPM ATTAINED WAS 2,000. DURING THE INITIAL LEGS OF THE FERRY FROM MORRISTOWN, TN, NUMEROUS TAKEOFFS WERE ABORTED BECAUSE THE ACFT WOULD NOT ACCELERATE TO THE PROPER TAKEOFF SPEED. PRIOR TO THE ACCIDENT 2 UNSUCCESSFUL TAKEOFFS WERE ABORTED ON THE 9,000 FT RWY. ON THE THIRD TRY THE ACFT CLIMBED TO ABOUT 200 FT BUT WAS UNABLE TO MAINTAIN ALT. IN AN ATTEMPT TO CLEAR A HIGHWAY THE PLT RAISED THE NOSE UNTIL THE ACFT STALLED, ENTERED AN UNCONTROLLED DESCENT AND IMPACTED THE GROUND SHORT OF THE ROAD.

Brief of Accident (Continued)

File No. - 2207

9/12/84

LITTLE ROCK, AR

A/C Reg. No. N6516K

Time (Lc1) - 1010 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - IMPROPER
2. MAINTENANCE, RECORDKEEPING - IMPROPER - OTHER MAINTENANCE PSNL
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
5. UNSAFE/HAZARDOUS CONDITION - DISREGARDED - PILOT IN COMMAND
6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - GROUND

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

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

Factor(s) relating to this accident is/are finding(s) 1,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2208 10/03/84 LEPANTO,AR A/C Reg. No. N4014D Time (Lcl) - 1540 CDT

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

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

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

Make/Model - AYRES S2R-R3S	Eng Make/Model - PEZETEL PZL 35	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 8100	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	LEPANTO,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 8000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PILOT SET CLIMB POWER THE ACFT BEGAN TO SETTLE. FULL POWER WAS APPLIED BUT THE DESCENT CONTINUED. THE PILOT DUMPED THE CHEMICAL LOAD AND LANDED IN A RICE FIELD. DURING RECOVERY OF THE WRECKAGE THE FLEXIBLE INDUCTION AIR DUCT PARTIALLY COLLAPSED RESTRICTING AIR FLOW TO THE CARBURETOR. ACCORDING TO THE PILOT 2 OF THE 4 PROPELLER BLADE PITCH CHANGE LINKS FAILED IN FLT CAUSING THE 2 BLADES TO FEATHER RESULTING IN THE POWER LOSS. AN FAA INSPECTOR EXAMINED THE PITCH LINKS BUT COULD NOT DETERMINE IF THE FAILURE WAS IMPACT RELATED.

Brief of Accident (Continued)

File No. - 2208

10/03/84

LEPANTO,AR

A/C Reg. No. N4014D

Time (Lc1) - 1540 CDT

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

Finding(s)

1. UNDETERMINED
 2. MISCELLANEOUS - BLOCKED(PARTIAL)
 3. PROPELLER SYSTEM/ACCESSORIES,PITCH CHANGE MECH - FAILURE,PARTIAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2346

11/06/84

OMAHA, AR

A/C Reg. No. N284JD

Time (Lcl) - 0930 CST

-----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 -MANEUVERING

Fire
NONE

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

Make/Model - PIPER PA18-150

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1750

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRANSON, MO

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

GLIDER

Age - 51

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2155

Make/Model- 78

Instrument- 143

Multi-Eng - 92

Last 24 Hrs - UNK/NR

Last 30 Days- 34

Last 90 Days- 93

Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE ACFT WAS OVERFLYING A PORTION OF TABLEROCK LAKE NEAR THE MARINA THAT THE PLT HAD INTENTIONS OF PURCHASING. THE ACFT STRUCK AN UNMARKED POWER LINE THAT WAS STRUNG APRX 85 FT ABOVE THE LAKE. THE ACFT COLLIDED WITH THE WATER AND SANK. THE AUTOPSY DETERMINED THE MANNER OF DEATH WAS DUE TO DROWNING.

Brief of Accident (Continued)

File No. - 2346

11/06/84

OMAHA, AR

A/C Reg. No. N284JD

Time (Lc1) - 0930 CST

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

Finding(s)

1. LOW PASS - INTENTIONAL - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION(MARKED)
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2201 12/11/84 ALMYRA, AR A/C Reg. No. N7392K Time (Lc1) - 1155 CST

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

Fire
NONE

-----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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 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
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 - 35

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - C-R172K

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 150	Last 24 Hrs - UNK/NR
Make/Model- 29	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

CROSSING OVER A ROAD THE PILOT SAW A FRIEND'S CAR AND ELECTED TO TURN AROUND AND FLY BACK OVER THE ROAD. DURING THE DESCENDING RIGHT TURN, WHILE LOOKING AT THE VEHICLE ON THE ROAD, THE ACFT FLEW INTO THE GROUND.

Brief of Accident (Continued)

File No. - 2201

12/11/84

ALMYRA, AR

A/C Reg. No. N7392K

Time (Lcl) - 1155 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 6. TERRAIN CONDITION - GROUND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2347 12/27/84 STUTTGART, AR A/C Reg. No. N2320T Time (Lcl) - 1730 CST

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 2175	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	GRENADA, MS	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - ADF/NDB	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 4807
SE LAND, ME LAND, SE SEA	Months Since - 9	Make/Model- 145
HELICOPTER	Aircraft Type - PA-28	Instrument- 192
		Multi-Eng - 525
		Last 24 Hrs - 5
		Last 30 Days- 9
		Last 90 Days- 19
		Rotorcraft - 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED HE HAD ATTEMPTED AN NDB APPROACH TO RWY 18 BUT EXECUTED A MISSED APPROACH WHEN HE COULD NOT SEE THE RWY WHEN THE ACFT WAS AT 800 FT. THE PLT PITCHED THE ACFT TO A CLIMB ATTITUDE AND ADDED FULL THROTTLE. HE CONTINUED TO STATE THAT THE ACFT FELT "STRANGE AND MUSHY" WHILE IN A LEFT TURN. THE PLT ROLLED THE WINGS LEVEL AND NOTICED A DROP IN AIRSPEED FROM 100 MPH TO 80. THE POST CRASH EXAM OF THE ACFT REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT STRUCTURE, FLT CONTROLS OR ENGINE. THE TEMP & DUE POINT WERE 60 & 59 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARB ICING COULD OCCUR AT CRUISE OR GLIDE POWER. THE PLT STATED THAT HE NEVER OPERATED THE CARB HEAT CONTROL DURING THE APPROACH.

Brief of Accident (Continued)

File No. - 2347

12/27/84

STUTT GART, AR

A/C Reg. No. N2320T

Time (Lc1) - 1730 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
5. FUEL SYSTEM, CARBURETOR - ICE
6. MISSED APPROACH - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2252

9/08/84

GOODYEAR,AZ

A/C Reg. No. N9925

Time (Lcl) - 0425 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

	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

Fire

NONE

Accident Occurred During -LANDING

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

Make/Model - GRUMMAN 164A

Eng Make/Model - P&W R-1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 6000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/004 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

GOODYEAR,AZ

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4598 Last 24 Hrs - 7

Make/Model- 3000 Last 30 Days- 110

Instrument- 83 Last 90 Days- 150

Multi-Eng - 225

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED PWR LOSS OCCURRED DURING NIGHT AERIAL APPLICATION. ACFT NOSED OVER DURING FORCED LANDING IN CROP FIELD. INVESTIGATION FAILED TO REVEAL ANY EVIDENCE OF A MECHANICAL FAILURE/MALFUNCTION. ENGINE WAS TEST RUN TO EXTENT PERMITTED BY DAMAGE AND NO DISCREPANCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 2252

9/08/84

GOODYEAR, AZ

A/C Reg. No. N9925

Time (Lc1) - 0425 MST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - CROP

3. LIGHT CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2223 9/12/84 CLIFTON,AZ A/C Reg. No. N57BL Time (Lcl) - 1620 MST

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

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

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

Make/Model - AGUSTA A109	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 11200	Engine Type - TURBOPROP	
No. of Seats - 7	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point SILVER CITY,NM	
Method - IN PERSON	Destination SCOTTSDALE,AZ	Airport Data GREENLEE CO.
Completeness - PARTIAL,LMTD BY PILOT		Runway Ident - 25
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4960/ 75
Wind Dir/Speed- 240/005 KTS	Type of Flight Plan - NONE	Runway Surface - CONCRETE
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7700
SE LAND,ME LAND,SE SEA	Months Since - 7	Make/Model- 110
HELICOPTER	Aircraft Type - PA-28	Instrument- 325
		Multi-Eng - 538
		Last 24 Hrs - 7
		Last 30 Days- 50
		Last 90 Days- 175
		Rotorcraft - 6500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT HE LANDED FIRMLY ON THE GROUND AT THE MAIN RAMP & WENT INTO THE 2 MIN COOL DOWN MODE FOR ENG SHUTDOWN. HE STATED THAT IMMEDIATELY AFTER THE POWER LEVERS WERE RETARDED TO IDLE, HE FELT A SLIGHT LATERAL MOVEMENT OF THE CONTROLS WHICH WAS FOLLOWED BY AN ACCELERATED LATERAL MOVEMENT OF THE HELICOPTER. HE STATED THAT THE HELICOPTER THEN WENT INTO A VIOLENT LATERAL & FORWARD VIBRATION. HE SHUT OFF THE ENG & APPLIED THE ROTOR BRAKE. HOWEVER, BEFORE THE VIBRATION STOPPED, THE TAILROTOR ASSEMBLY HIT THE GROUND & THE MAIN GEAR COLLAPSED. NO PRE-ACCIDENT. PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE RESULTED IN THE VIBRATION OR GROUND RESONANCE.

Brief of Accident (Continued)

File No. - 2223

9/12/84

CLIFTON, AZ

A/C Reg. No. N57BL

Time (Lc1) - 1620 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. FUSELAGE - VIBRATION
2. UNDETERMINED

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation OTHER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2332 9/25/84 YUMA,AZ

A/C Reg. No. N9278Z

Time (Lc1) - 0601 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - HILLER UH12ET

Eng Make/Model - ALLISON 250-C20B

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2850

Engine Type - TURBOSHAFT

No. of Seats - 4

Rated Power - 425 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

YUMA,AZ

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UH-12ET

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6428

Make/Model- 2100

Instrument- 133

Last 24 Hrs - 6

Last 30 Days- 100

Last 90 Days- 210

Rotorcraft - 5773

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS CARRYING A LOAD OF PESTICIDE FOR APPLICATION ON A BROCCOLI FIELD. THE AIRCRAFT WAS IN LEVEL FLIGHT, APPROXIMATELY 4 TO 8 FEET AGL WHEN IT BECAME UNCONTROLLABLE AND IMPACTED THE GROUND. THE AIRCRAFT WAS CONSUMED BY A POST CRASH FIRE. EXAMINATION OF THE AIRCRAFT AFTER THE ACCIDENT REVEALED THAT ONE OF THE TWO MAIN ROTOR BLADES HAD SEPARATED IN-FLIGHT. EXAMINATION OF THE SEPARATED ROTOR BLADE REVEALED A FATIGUE TYPE FRACTURE OF THE MAIN ROTOR BLADE SPAR TUBE THROUGH THE OUTBOARD RETENTION BOLT HOLES. THE FAILED MAIN ROTOR BLADE SPAR BORE EVIDENCE OF CORROSION. THE MAIN ROTOR BLADE CUFF WAS THE SUBJECT OF AN AIRWORTHINESS DIRECTIVE THAT ACCORDING TO THE AIRCRAFT LOGBOOKS HAD BEEN COMPLIED WITH AS REQUIRED. THE LAST THREE LOGBOOK NOTATIONS, DOCUMENTING COMPLIANCE WITH THE AD, WERE ENTERED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2332

9/25/84

YUMA, AZ

A/C Reg. No. N9278Z

Time (Lc1) - 0601 MST

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

Finding(s)

1. MAINTENANCE, RECORDKEEPING - IMPROPER - COMPANY MAINTENANCE PSNL
2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - COMPANY MAINTENANCE PSNL
3. ROTOR SYSTEM, MAIN ROTOR BLADE SPAR - CORRODED
4. ROTOR SYSTEM, MAIN ROTOR BLADE SPAR - FAILURE, TOTAL

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

Finding(s)

5. LOW PASS - INTENTIONAL - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT POSSIBLE - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2229 9/27/84 PRESCOTT,AZ A/C Reg. No. N915ER Time (Lcl) - 1145 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 172Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4N
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PRESCOTT,AZ
Destination
PRESCOTT,AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 354 Last 24 Hrs - 8
Make/Model- 238 Last 30 Days- UNK/NR
Instrument- 59 Last 90 Days- 91
Multi-Eng - 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DESCENT TO THE 5,042 FT ELEVATION ARPT THE ACFT IMPACTED THE TREES AND MOUNTAINOUS TERRAIN AT THE 7,000 FT LEVEL. ACCORDING TO THE PILOT, WITH THE HOODED STUDENT PILOT AT THE CONTROLS, THE FLIGHT BEGAN IT'S DESCENT FROM 10,500 FT 30 MILES FROM THE ARPT. DURING THE DESCENT THE LOCAL ALTIMETER SETTING WAS DIALED IN AND THE CFI REALIZED THE ACFT WAS TOO LOW. A CLIMB WAS CALLED FOR AND THE TREES WERE SEEN JUST PRIOR TO IMPACT. THE CFI STATED THAT THEY HAD BEEN WORKING ON VOR INTERCEPTS DURING THE DESCENT.

Brief of Accident (Continued)

File No. - 2229

9/27/84

PRESCOTT, AZ

A/C Reg. No. N915ER

Time (Lcl) - 1145 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
 4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 6. LEVEL OFF - DELAYED - PILOT IN COMMAND(CFI)
 7. OBJECT - TREE(S)
 8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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. - 2227 10/18/84 SEDONA,AZ A/C Reg. No. N6262H Time (Lcl) - 0915 MST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-SEDONA AIR CENTER	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	1
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA T207A	Eng Make/Model	- CONTINENTAL TS10-520-M	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	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	PHOENIX,AZ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SEDONA,AZ		SEDONA	
Wind Dir/Speed	- 330/007 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 65.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1217	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 3	Make/Model - 26	Last 30 Days - 75
	Aircraft Type - C-172	Instrument - 159	Last 90 Days - 150
		Multi-Eng - 454	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FINAL APPROACH ABOUT 1.5 MILES FROM THE ARPT THE POWER LOSS OCCURRED AS THE PILOT ATTEMPTED TO ADD POWER. AFTER FLYING OVER A RIDGE AND SEVERAL TREES THE ACFT TOUCHED DOWN IN THE ROUGH TERRAIN AND CAUGHT FIRE. THE FIRE APPEARED TO HAVE STARTED IN THE VICINITY OF THE FUEL STRAINER AND PROGRESSED REARWARD. THERE WERE NO INDICATIONS OF FIRE UNTIL THE ACFT CAME TO REST. THE ONLY DISCREPANCY NOTED DURING INSPECTION OF THE ACFT & ENG WAS THAT 3 LEFT BANK FUEL INJECTORS WERE BLOCKED WITH A SUBSTANCE LATER IDENTIFIED AS PRIMARILY BEING DIRT.

Brief of Accident (Continued)

File No. - 2227

10/18/84

SEDONA, AZ

A/C Reg. No. N6262H

Time (Lcl) - 0915 MST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2213 2/13/84 CALIFORNIA CITY,CA A/C Reg. No. N71W Time (Lc1) - 1430 PST

-----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 -MANEUVERING					

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

Make/Model - MAUPIN WOODSTOCK-I	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 - 450	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CALIFORNIA CITY,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/023 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - NONE	
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)	
PRIVATE	Current - YES	Total - 275	Last 24 Hrs - 1
NONE	Months Since - 23	Make/Model- 167	Last 30 Days- 2
GLIDER	Aircraft Type - 2-33	Instrument- 0	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE GLIDER SUSTAINED AN IN-FLT FAILURE OF BOTH WINGS, THEN ENTERED AN UNCONTROLLED DESCENT & CRASHED. AN EXAM OF THE WRECKAGE REVEALED NO PREEXISTING STRUCTURAL PROBLEMS. THE GLIDER WAS EQUIPPED WITH A RECORDING BAROGRAPH. A BAROGRAPH TRACE SHOWED THAT THE GLIDER HAD BEEN AIRBORNE ABOUT 45 MIN & HAD STEP CLIMBED TO 16,500 FT. DURING THE LAST 5 MIN IT HAD DESCENDED 500 FT & CLIMBED 250 FT, THEN ENTERED A RAPID DESCENT (STRAIGHT LINE ON THE RECORDING) & CRASHED. OTHER GLIDER PLTS REPORTED THAT N71W WAS FLYING IN THE VICINITY OF LENTICULAR CLOUDS WITH BASES BETWEEN 14,000 & 18,000 FT. THEY REPORTED "MILD WAVE CONDITIONS" WITH NO UNUSUALLY STRONG ROTOR. ONE PLT NOTED A PHENOMENON OF "LENTICULAR JUMP", IN WHICH, THE CLOUD COULD GROW FASTER THAN A GLIDER COULD MOVE AWAY. N17W WAS NOT EQUIPPED FOR INSTRUMENT FLT & DID NOT HAVE AN OXYGEN SYS INSTALLED. THE PLT WAS DIABETIC, BUT A FLT SURGEON'S FINDINGS CONCERNING HIS MEDICAL CONDITION AT THE TIME OF THE ACCIDENT WERE INCONCLUSIVE.

Brief of Accident (Continued)

File No. - 2213

2/13/84

CALIFORNIA CITY, CA

A/C Reg. No. N71W

Time (Lc1) - 1430 PST

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

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - MOUNTAIN WAVE
4. WEATHER CONDITION - CLOUDS
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (HYPOGLYCEMIA/DIET) - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (ANOXIA/HYPOXIA) - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

9. WING - OVERLOAD
10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2233 6/06/84 BERMUDA DUNES,CA A/C Reg. No. N8874L Time (Lc1) - 1530 PDT

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

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

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

Make/Model	- GRUMMAN AMERICAN AA-1B	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/020 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</p> <p style="padding-left: 20px;">BERMUDA DUNES,CA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BERMUDA DUNES</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 4130/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Make/Model- 22
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED TO THE LEFT DURING LANDING AND COLLIDED WITH A PARKED CESSNA 172 AND A FENCE. THE ACFT THEN NOSED OVER AND CAME TO REST INVERTED. ACCORDING TO THE OPERATOR, WINDS WERE LESS THAN 10 KTS WHEN THE SOLO STUDENT DEPARTED 50 MINUTES EARLIER. HOWEVER, AT THE TIME OF THE ACCIDENT WINDS WERE REPORTEDLY GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 2233

6/06/84

BERMUDA DUNES, CA

A/C Reg. No. N8874L

Time (Lcl) - 1530 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. OBJECT - AIRCRAFT PARKED
 7. OBJECT - FENCE
-

Occurrence #3 NOSE OVER
Phase of Operation OTHER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2334

7/21/84

GOLETA, CA

A/C Reg. No. N8632N

Time (Lcl) - 1234 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
2	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-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K15A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PASO ROBLES, CA
Destination
OXNARD, 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, ATP, CFI
SE LAND, ME LAND, ME SEA

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 16000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RADIOED TO THE SANTA BARBARA TOWER THAT HE WAS "WITHOUT POWER" & WAS GOING TO ATTEMPT TO LAND IN AN OPEN FIELD. HOWEVER, DURING THE FORCED LANDING, THE ACFT COLLIDED WITH TREES APRX 50 FT SHORT OF THE FIELD. AN EXAM OF THE ENG REVEALED THAT THE FUEL DIAPHRAM STEM, PN 2539806, IN THE FUEL INJECTOR HAD FAILED FROM FATIGUE. AN AIRWORTHINESS DIRECTIVE, AD 83-22-04, AMENDMENT 39-4748, THAT PERTAINED TO THIS PART, HAD NOT BEEN COMPLIED WITH ON THE PREVIOUS 100 HOUR INSPECTION.

Brief of Accident (Continued)

File No. - 2334

7/21/84

GOLETA, CA

A/C Reg. No. N8632N

Time (Lc1) - 1234 PDT

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

Finding(s)

1. FUEL SYSTEM, INJECTOR - IMPROPER
 2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL
 3. FUEL SYSTEM, INJECTOR - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2232 7/27/84 YOUNTVILLE, CA A/C Reg. No. N27046 Time (Lcl) - 0830 PDT

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

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

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

Make/Model	- BALLOON WORKS FIRE FLY 8-24	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 900	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 315/003 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 YOUNTVILLE, CA</p> <p>Destination YOUNTVILLE, CA</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 - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 133
NONE	Months Since - 22	Make/Model- 6
FREE BALLOON	Aircraft Type - AX7	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 9
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE INITIAL LANDING WAS IN AN AREA OF LIMITED ACCESS AND THE PILOT ELECTED TO CONTINUE THE FLIGHT OVER A TREE LINE TO A NEARBY MORE SUITABLE FIELD. IN ORDER TO AVOID BEING CARRIED INTO A SECOND DOWNWIND TREE LINE, THE PLT DESCENDED THE BALLOON INTO THE FIELD AT A HIGHER THAN NORMAL RATE. PRIOR TO TOUCHDOWN THE PLT CAUTIONED THE PASSENGERS THAT THEY WERE GOING TO "HIT HARD." A 75 YEAR OLD PASSENGER SUFFERED A BROKEN RIB. THE PLT STATED THAT SHE NEVER BRIEFS THE PASSENGERS BEFORE THE FLIGHT ON WHAT TYPE OF LANDING TO EXPECT OR THE POSSIBLE HAZARD OF GETTING HURT DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2232

7/27/84

YOUNTVILLE, CA

A/C Reg. No. N27046

Time (Lc1) - 0830 PDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - ROLL

Finding(s)

1. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 2. PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2336

8/10/84

COMPTON,CA

A/C Reg. No. N42981

Time (Lcl) - 1232 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-28-181

Eng Make/Model - LYCOMING O-360-A4M

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LONG BEACH,CA

Destination

COMPTON,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

COMPTON

Runway Ident - 25R

Runway Lth/Wid - 3670/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 24

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 57 Last 24 Hrs - 1

Make/Model- 38 Last 30 Days- 3

Instrument- 3 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ATTEMPTED A SECOND FULL STOP LANDING ON RWY 25R. THE AIRPORT MANAGEMENT PERSONNEL STATED THAT THE WIND WAS FAVORING RWY 7. THE STUDENT PLT STATED THAT THE ACFT APPEARED TO HAVE A FASTER THAN NORMAL GROUND SPEED. THE ACFT TOUCHED DOWN NEAR THE MIDPOINT OF THE 3,670 FOOT RWY AND MADE AN ATTEMPT TO STOP. THE ACFT RAN OFF THE END OF THE RWY AND COLLIDED WITH A FENCE AND CEMENT WALL. THE WIND WAS REPORTED TO BE FROM 140 DEGREES AT 5 KTS WITH GUSTS TO 10 KTS.

Brief of Accident (Continued)

File No. - 2336

8/10/84

COMPTON,CA

A/C Reg. No. N42981

Time (Lc1) - 1232 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WIND INFORMATION - MISREAD - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2254 8/11/84 LINCOLN, CA A/C Reg. No. N22971 Time (Lcl) - 0915 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	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/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 - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LINCOLN, CA
Destination
GRASS VALLEY, 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)
STUDENT

Age - 53
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 - 21 Last 24 Hrs - UNK/NR
Make/Model- 21 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

DURING ACFT PRE-FLIGHT, PLT CHECKED FUEL QUANTITY BY REFERENCE TO GAGES ONLY. BOTH GAGES INDICATED FULL. AFTER 1 HR AND 10 MIN FLT, COMPLETE PWR LOSS OCCURRED. PLT STATED GAGES STILL INDICATED FULL. FORCED LANDING ON OPEN FIELD EXECUTED BUT PLT FLARED HIGH, THE ACFT STALLED AND IMPACTED THE TERRAIN NOSE LOW. POST-ACCIDENT INSPECTION REVEALED 1 GAL OF FUEL REMAINING IN EACH TANK.

Brief of Accident (Continued)

File No. - 2254

8/11/84

LINCOLN, CA

A/C Reg. No. N22971

Time (Lcl) - 0915 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
 4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
 5. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. 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) 1,2,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2231

8/12/84

CRESSEY, CA

A/C Reg. No. N6321M

Time (Lcl) - 1500 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

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

Eng Make/Model - LYCOMING O-235-62C
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- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 20000 FT
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ATWATER, CA
Destination
ATWATER, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 109
Make/Model- 96
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 3
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED TWO ACFT MAKING MULTIPLE LOW PASSES DOWN THE RIVER. EACH ACFT WAS SEEN FLYING UNDER 3 ELECTRICAL POWER LINES AT LEAST 3 TIMES. ON THE LAST PASS, ACCORDING TO LOCAL LAW ENFORCEMENT OFFICERS, ONE ACFT STRUCK AND SEVERED ALL 3 POWER LINES. AFTER THE COLLISION THE PLT FLEW TO A NEARBY ARPT AND PERFORMED A TOUCH AND GO LANDING. FINDING THE ACFT CONTROLLABLE HE ELECTED TO RETURN TO THE ARPT OF ORIGINAL DEPARTURE WHERE HE LANDED. THE PLT SAID THAT HIS ATTENTION WAS DIVERTED TOWARD THE PASSENGER WHO WAS HAVING PROBLEMS WITH A CAMERA WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2231

8/12/84

CRESSEY,CA

A/C Reg. No. N6321M

Time (Lc1) - 1500 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
-

-----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. - 2212

8/22/84

SACRAMENTO, CA

A/C Reg. No. N5122U

Time (Lc1) - 1053 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 - TAXI

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
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/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- 190/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WOODLAKE, CA

Airport Proximity
ON AIRPORT

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 38

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 392	Last 24 Hrs - 0
Make/Model- 42	Last 30 Days- 7
Instrument- UNK/NR	Last 90 Days- 10
Multi-Eng - 11	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF THE PILOT'S SEAT SLID AFT CAUSING THE LOSS OF DIRECTIONAL CONTROL AND SUBSEQUENT COLLISION WITH OTHER ACFT. THE PLT STATED THAT WHEN SHE ENTERED THE ACFT SHE MOVED THE SEAT FULL FORWARD AND THAT THE SEAT LOCKING MECHANISM WAS NOT PROPERLY ENGAGED. THE TAXIING ACFT STRUCK AND SUBSTANTIALLY DAMAGED A BEECH A-36 AND A CESSNA 182.

Brief of Accident (Continued)

File No. - 2212

8/22/84

SACRAMENTO, CA

A/C Reg. No. N5122U

Time (Lc1) - 1053 PDT

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

Finding(s)

1. FUSELAGE, SEAT - UNLOCKED
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2248

8/22/84

PARADISE, CA

A/C Reg. No. N4445P

Time (Lcl) - 1555 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

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - CESSNA T337G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4700
No. of Seats - 5

Eng Make/Model - CONTINENTAL TS10-360-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/007 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

SACRAMENTO, CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PARADISE SKYPARK

Runway Ident - 35

Runway Lth/Wid - 1990/ 80

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 48

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2006

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 OBSERVED THE ACFT TOUCHDOWN THEN HEARD A POWER APPLICATION AND WATCHED THE ACFT DEPART IN A NOSE HIGH ATTITUDE. THE LEFT WING OF THE ACFT STRUCK AN APRX 70 FT TALL TREE ABOUT 600 FT FROM THE END OF THE RWY AND 200 FT LEFT OF THE RWY EXTENDED CENTERLINE. POST CRASH FIRE CONSUMED THE WRECKAGE. THE REAR PROPELLER WAS FEATHERED BUT DISASSEMBLY OF THE IMPACT AND FIRE DAMAGED ENG REVEALED NO MECHANICAL MALFUNCTION. GROUND IMPACT OCCURRED APRX 1/4 OF A MILE FROM THE NORTH END OF THE RWY.

Brief of Accident (Continued)

File No. - 2248

8/22/84

PARADISE, CA

A/C Reg. No. N4445P

Time (Lc1) - 1555 PDT

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

Finding(s)

1. UNDETERMINED
 2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - GROUND
-

Occurrence #3 FIRE
Phase of Operation OTHER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2230

8/23/84

MONTEREY, CA

A/C Reg. No. N7AE

Time (Lc1) - 2057 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

Crew 1
Pass 4

Fatal	Injuries			None
	Serious	Minor		
1	0	0	0	0
4	0	0	0	0

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

Make/Model - CESSNA 320C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 5

Eng Make/Model - CONTINENTAL TS10-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- 290/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 700 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MONTEREY, CA

Destination
FRESNO, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - SPECIAL VFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2041

Make/Model- 50

Instrument- 3

Multi-Eng - 51

Last 24 Hrs - 1

Last 30 Days- 51

Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT ARRIVED IN MONTEREY, CA, THAT AFTERNOON. AFTER DINNER THE FLT WAS RETURNING TO THE POINT OF ORIGINAL DEPARTURE. WHEN THE PLT CONTACTED THE TWR FOR TAXI INSTRUCTION HE WAS INFORMED THAT MONTEREY WX WAS BELOW VFR MINIMUMS. AFTER A DISCUSSION OF WX CONDITIONS IN THE VICINITY AND THE NEARBY MOUNTAINS, THE CONTROLLER ISSUED A SPECIAL VFR CLEARANCE OUT OF THE CONTROL ZONE. AT 2051 PDT THE ACFT WAS CLEARED FOR TAKEOFF. AT 2054 WHEN ASKED BY THE CONTROLLER IF THE HIGHWAY WAS IN SIGHT THE PLT RESPONDED "ROGER." THE CONTROLLER INSTRUCTED THE PLT TO STAY OVER THE HIGHWAY AND TO STANDBY ON TWR FREQ. AT 2055 THE CONTROLLER CALLED THE ACFT TO TURN LEFT WARNING OF RISING TERRAIN. THE ACFT WAS OBSERVED ON RADAR TO CLIMB IN A RIGHT TURN FROM 900 TO 1500 FEET BEFORE RADAR CONTACT WAS LOST ABOUT 4.5 MILES EAST OF THE ARPT. THE ACFT IMPACTED THE 30 DEGREE UPSLOPING TERRAIN IN A NOSE DOWN INVERTED ATTITUDE AND WAS CONSUMED BY POST CRASH FIRE. ELEVATION AT THE ARPT AND ACCIDENT SITE WERE 244 AND 744 FT MSL RESPECTIVELY.

Brief of Accident (Continued)

File No. - 2230

8/23/84

MONTEREY, CA

A/C Reg. No. N7AE

Time (Lc1) - 2057 PDT

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

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. LIGHT CONDITION - DARK NIGHT
4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
7. ATC CLEARANCE - NOT FOLLOWED - PILOT IN COMMAND

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

Finding(s)

8. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - RISING

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) 1,4,9

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. - 2211

8/29/84

SAN JOSE,CA

A/C Reg. No. N3645N

Time (Lcl) - 1830 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 - MOONEY M-20G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2525
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 18000 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

Airport Proximity
ON AIRPORT

Airport Data

SAN JOSE MUNI
Runway Ident - 29
Runway Lth/Wid - 3000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA,ME SEA

Age - 45

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2138	Last 24 Hrs -	0
Make/Model-	495	Last 30 Days-	UNK/NR	
Instrument-	236	Last 90 Days-	40	
Multi-Eng -	28			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RWY WAS CLOSED DURING WORKING HOURS DUE TO A CONSTRUCTION COMPANY WORKING IN THE AREA. WHEN THE CONSTRUCTION EFFORT ENDED THE RWY WAS OPENED FOR USE. AFTER TOWER CLEARANCE WAS ISSUED THE ACFT LANDED AND CONTACTED A BARRICADE WITH THE LEFT WING. THE PILOT REPORTED DISCOVERING 3 BARRICADES ABOUT 6 INCHES FROM THE EDGE OF THE RWY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2211

8/29/84

SAN JOSE, CA

A/C Reg. No. N3645N

Time (Lc1) - 1830 PDT

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

Finding(s)

1. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION - NOT CORRECTED - AIRPORT PERSONNEL

----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. - 2251

9/20/84

CARLSBAD, CA

A/C Reg. No. N2700S

Time (Lcl) - 0644 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
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 414A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6785
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520-NB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - .120 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
CARLSBAD, CA
Destination
LAS VEGAS, NV

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MCCLELLAN PALOMAR
Runway Ident - 24
Runway Lth/Wid - 4700/ 150
Runway Surface - WATER
Runway Status - N/A

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

Pilot-In-Command

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-414A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1565	Last 24 Hrs - 1
Make/Model- 173	Last 30 Days- 22
Instrument- 140	Last 90 Days- 53
Multi-Eng - 173	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON IFR DEPARTURE IN MINIMAL WEATHER CONDITIONS. ON TAKEOFF ROLL, A PWR LOSS OCCURRED ON THE RT ENG AND THE ACFT VEERED TO THE RT. PIC (OWNER) IN LEFT SEAT INITIATED ABORTED TAKEOFF, BUT RT SEAT PLT TOOK CONTROL, CONTINUED TAKEOFF AND FEATHERED THE RT PROP. BOTH PLTS OBSERVED SMOKE FROM THE ENGS ON THEIR RESPECTIVE SIDES, BOTH THOUGHT LANDING GEAR WAS RETRACTED. (INVESTIGATION REVEALED LANDING GEAR WAS DOWN.) ACFT COULD NOT MAINTAIN ALT, PLTS ELECTED TO DITCH IN OCEAN. INVESTIGATION REVEALED ACFT HAD BEEN SERVICED WITH 147 GALS OF JET FUEL INSTEAD OF AVGAS AT 0445 HRS BY A FBO LINEMAN. THE LINEMAN HAD 3 WEEKS TTL EXPERIENCE, 1 1/2 HRS VIDEO TAPE TRAINING AND WAS WORKING 2 JOBS 7 DAYS PER WEEK.

Brief of Accident (Continued)

File No. - 2251

9/20/84

CARLSBAD, CA

A/C Reg. No. N27005

Time (Lc1) - 0644 PDT

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

Finding(s)

1. FLUID, OIL GRADE - IMPROPER
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (GROUND SCHEDULE) - FBO PERSONNEL
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - FBO PERSONNEL
5. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
6. LIGHT CONDITION - DARK NIGHT
7. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
8. RELINQUISHING OF CONTROL - IMPROPER - PILOT IN COMMAND
9. ABORTED TAKEOFF - NOT PERFORMED - COPILOT
10. PROPELLER FEATHERING - SELECTED - COPILOT
11. EMERGENCY PROCEDURE - IMPROPER - COPILOT
12. WEATHER CONDITION - LOW CEILING
13. WEATHER CONDITION - FOG

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) 1,2,9,11

Factor(s) relating to this accident is/are finding(s) 3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2228

9/27/84

STOCKTON, CA

A/C Reg. No. N738PS

Time (Lcl) - 2058 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 315/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
STOCKTON, CA
Destination
PALO ALTO, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

STOCKTON METROPOLITAN
Runway Ident - 29R
Runway Lth/Wid - 8650/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 446	Last 24 Hrs - 5
Make/Model- 446	Last 30 Days- 5
Instrument- UNK/NR	Last 90 Days- 9
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT AT 50 KTS ROTATION WAS ATTEMPTED BUT UNSUCCESSFUL. AT 70 KTS THE TAKEOFF ABORT WAS INITIATED BY REDUCING POWER. AT THAT TIME THE ACFT "JUMPED" INTO THE AIR AT ABOUT A 45 DEGREE NOSE UP ATTITUDE. THE PILOT THE PUSHED THE YOKE FORWARD AND THE ACFT IMPACTED ON THE RWY NOSE GEAR FIRST. INVESTIGATORS FOUND NO MECHANICAL MALFUNCTIONS IN THE FLIGHT CONTROL SYSTEM.

Brief of Accident (Continued)

File No. - 2228

9/27/84

STOCKTON, CA

A/C Reg. No. N738PS

Time (Lc1) - 2058 PDT

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

Finding(s)

1. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
2. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
3. ROTATION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2222 10/27/84 FILLMORE, CA A/C Reg. No. N48809 Time (Lcl) - 1645 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	1
Pass	0	0	0	0

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 250/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CALIFORNIA CITY, CA
Destination
VAN NUYS, 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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

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

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

Age - 20
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 42 Last 24 Hrs - 2
Make/Model- 42 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, UNFORECAST WX WAS ENCOUNTERED IN CRUISE AT 6,500 FT. THE STUDENT BECAME LOST AND ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN UNIMPROVED FIELD. THE NOSE GEAR COLLAPSED ON TOUCHDOWN AND THE ACFT NOSED OVER COMING TO REST INVERTED. NO EFFORT WAS MADE BY THE PILOT TO GET ASSISTANCE FROM ATC WHEN HE BECAME LOST. WX AT THE NEAREST OBSERVATION FACILITY, 18 MILES NORTHEAST, WAS VMC WITH SCATTERED CLOUDS AT 25,000 FT AND VISIBILITY OF 20 MILES.

Brief of Accident (Continued)

File No. - 2222

10/27/84

FILLMORE, CA

A/C Reg. No. N48809

Time (Lcl) - 1645 PDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. RADAR ASSISTANCE TO VFR AIRCRAFT - NOT OBTAINED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
7. TERRAIN CONDITION - HIGH VEGETATION
8. LANDING GEAR, NOSE GEAR - OVERLOAD

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) 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. - 2226 10/30/84 BEAUMONT, CA A/C Reg. No. N20DB Time (Lc1) - 2341 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - MILITARY
Method - ACFT RADIO
Completeness - PARTIAL, LMTD BY FCSTR
Basic Weather - UNK/NR
Wind Dir/Speed- CALM
Visibility - 1.500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BANNING, CA
Destination
SANTA ANA, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 35

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - 206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4625	Last 24 Hrs	- 1
Make/Model-	193	Last 30 Days-	UNK/NR
Instrument-	1328	Last 90 Days-	81
		Rotorcraft	- 4305

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

APPROXIMATELY ONE MIN BEFORE THE ACCIDENT THE PILOT CONTACTED THE TOWER AT NORTON AIR FORCE BASE FOR CLEARANCE THROUGH THEIR TRAFFIC AREA. HE REPORTED INITIALLY THAT HE WAS AT 300 FT AGL. SECONDS LATER HE TRANSMITTED THAT HE WAS AT 100 FT OVER THE FREEWAY. THE REQUEST WAS APPROVED AT OR BELOW 2700 FT MSL WHILE IN THE CONTROL ZONE. THE HELICOPTER FIRST CONTACTED WIRES AT 100 FT AGL. IT THEN DESCENDED INTO A SECOND WIRE AT 80 FT AND A GUY WIRE AT 60 FT. ELEVATION AT THE SIGHT WAS 2,400 FT MSL. THE SITE WAS ABOUT 11 MILES EAST OF NORTON AIR FORCE BASE IN UNCONTROLLED AIRSPACE. WX AT NORTON WAS SKY PARTLY OBSCURED, VISIBILITY 1.5 MILES IN FOG. SHORTLY AFTER TAKEOFF, AT THE REQUEST OF THE FRONT SEAT PASSENGER THE PILOTS PLANNED ROUTE OF FLIGHT WAS CHANGED. THE PILOT STATED THAT HE WAS AWARE OF WIRES IN THE AREA AND HAD SLOWED TO 60 KTS AND TURNED THE LANDING LIGHT ON IN ORDER TO MAINTAIN HIS VISUAL LOOKOUT.

Brief of Accident (Continued)

File No. - 2226

10/30/84

BEAUMONT,CA

A/C Reg. No. N20DB

Time (Lcl) - 2341 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - HAZE
3. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
7. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. OBJECT - WIRE,TRANSMISSION
10. OBJECT - GUY WIRE

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

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

Finding(s)

11. TERRAIN CONDITION - GROUND

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

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

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. - 2221 11/04/84 SANGER, CA A/C Reg. No. N8152Z Time (Lcl) - 1100 PST

-----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	2
Accident Occurred During	-LANDING						

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

Make/Model	- PIPER PA-32-301	Eng Make/Model	- LYCOMING IO-540-K1G5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- UNK/NR	SAN CARLOS, CA	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SANGER, CA	WONDER VALLEY
Wind Dir/Speed	- 170/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 12.0 SM	Type of Flight Plan	- 12
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- 2300 -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 - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 645	Last 24 Hrs - 0
SE LAND	Months Since - 5	Make/Model - 400	Last 30 Days - 4
	Aircraft Type - PA-28	Instrument - 28	Last 90 Days - 5
		Multi-Eng - 28	

Instrument Rating(s) - NONE

-----Narrative-----

SKID MARKS FROM THE LEFT MAIN GEAR TIRE BEGAN ABOUT 500 FT DOWN THE RWY. ABOUT 500 FT FURTHER, THE RIGHT MAIN GEAR SKID MARKS BEGAN. SHORTLY THEREAFTER, THE ACFT ROLLED OFF THE LEFT SIDE OF THE RWY THROUGH A FENCE AND INTO A SHALLOW POND. THE PILOT STATED THAT DUE TO BEING UNFAMILIAR WITH THE ARPT HE CONSIDERED A GO-AROUND BUT ELECTED TO CONTINUE THE LANDING.

Brief of Accident (Continued)

File No. - 2221

11/04/84

SANGER, CA

A/C Reg. No. N8152Z

Time (Lcl) - 1100 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - FENCE
-

Occurrence #3 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) 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. - 2333 11/13/84 JAMUL,CA A/C Reg. No. N9405E Time (Lcl) - 1800 PST

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

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

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAN DIEGO,CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- 10000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Runway Status
Obstructions to Vision	- NONE	- N/A
Precipitation	Type Apch/Lndg	
- NONE	- UNK/NR	
Condition of Light		
- NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 898	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 14	Make/Model- UNK/NR	Last 30 Days- 25
	Aircraft Type - UNK/NR	Instrument- 72	Last 90 Days- 40
		Multi-Eng - 21	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CERTIFIED FLT INSTRUCTOR AND PRIVATE RATED STUDENT PILOT DEPARTED ON A LOCAL INSTRUMENT INSTRUCTIONAL FLIGHT. THE AIRCRAFT DEPARTED AT APRX 1715 AND AT 1750 AN ELT SIGNAL WAS REPORTED. THE AIRCRAFT WRECKAGE WAS LOCATED ATOP A HILL AT APRX THE 2000 FT LEVEL. THE EXAMINATION OF THE ACFT REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE PRIOR TO THE GROUND IMPACT. THE WEATHER NEAR THE ACCIDENT SITE WAS REPORTED TO BE CLEAR.

Brief of Accident (Continued)

File No. - 2333

11/13/84

JAMUL, CA

A/C Reg. No. N9405E

Time (Lcl) - 1800 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND(CFI)
3. CLEARANCE - NOT MAINTAINED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2237 5/13/84 PARKER, CO

A/C Reg. No. N1425P

Time (Lcl) - 1136 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	1	0	0
Accident Occurred During	-LANDING	Pass 0	0	0	0

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-23-150
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3500
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-3
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 350/008 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - 8500/ 101
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 39
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3073
Last 24 Hrs	- UNK/NR
Make/Model-	99
Instrument-	123
Multi-Eng	- 153
Last 30 Days-	UNK/NR
Last 90 Days-	12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT THE ACFT HAD NOT BEEN FLOWN FOR TWO MONTHS AND HE INTENDED TO PRACTICE TOUCH AND GO LANDINGS. MAINTENANCE PERSONNEL WERE REQUESTED TO ADD 10 GALS OF FUEL TO THE RIGHT MAIN TANK JUST PRIOR TO DEPARTURE. THEY REPORTED THAT UPON ARRIVAL THE PILOT DID NOT DRAIN ANY FUEL FROM THE ACFT OR PERFORM ANY OTHER FORM OF PRE-FLIGHT INSPECTION. UPON RAISING THE LANDING GEAR AFTER TAKEOFF, THE PILOT NOTICED AN UNSAFE NOSE GEAR LIGHT. THE NOSE GEAR WAS PUMPED UP AND THE POWER REDUCED TO CLIMB WHEN THE ENGINE BEGAN TO SURGE. AT 1200 TO 1400 FT AGL THE PILOT TURNED CROSSWIND BUT WAS UNABLE TO MAINTAIN ALTITUDE. THE PILOT REPORTED THAT THE LEFT ENGINE WAS DEVELOPING ABOUT 1,000 RPM AT THIS TIME. DESCENDING BELOW 500 FT AGL THE PILOT FLEW TOWARD A FIELD, EXTENDED THE LANDING GEAR AND LANDED WITH THE GEAR IN TRANSIT. THE PILOT STATED THAT HE DID NOT HAVE TIME TO FEATHER THE LEFT PROPELLER. ENGINE DISASSEMBLY REVEALED NO SIGNIFICANT DISCREPANCIES. DENSITY ALTITUDE WAS 7,974 FT MSL.

Brief of Accident (Continued)

File No. - 2237

5/13/84

PARKER,CO

A/C Reg. No. N1425P

Time (Lcl) - 1136 MDT

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

Finding(s)

1. UNDETERMINED
2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. PROPELLER FEATHERING - 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)

5. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
6. TERRAIN CONDITION - GROUND
7. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2302 6/19/84 FRANKTOWN, CO A/C Reg. No. N4085X Time (Lcl) - 1230 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
DESTROYED
Fire
NONE

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

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

Make/Model - ROCKWELL 100-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 5550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 320/022 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 8000 FT
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRANKTOWN, CO
Destination
EVERETT, CO

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

KOSTROSKI
Runway Ident - 17
Runway Lth/Wid - 1800/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - J-35

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

Total	- 11287	Last 24 Hrs	- UNK/NR
Make/Model-	32	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 8360	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TO TAKEOFF DOWNWIND (WIND 310 DEGREES @22 KNOTS) WITH A DENSITY ALTITUDE CALCULATED TO BE 9190 FT MSL. ACCORDING TO THE ACFT MANUFACTURER, THE ACFT WOULD REQUIRE 2,535 FT FOR A GROUND RUN. RWY 17, A GRASS STRIP USED FOR THE TAKEOFF WAS 1800 FT LONG. WITNESSES STATED THAT THE ACFT BECAME AIRBORNE AND CLIMBED TO AN ALT OF 25 FT BEFORE THE RIGHT WING DIPPED AND THE ACFT DISAPPEARED OFF THE END OF THE RWY AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 2302

6/19/84

FRANKTOWN, CO

A/C Reg. No. N4085X

Time (Lc1) - 1230 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - TAILWIND
3. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2272

8/25/84

AURORA, CO

A/C Reg. No. N7346D

Time (Lc1) - 1100 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-22-150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1950

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 - 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- UNK/NR

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 - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

AURORA AIRPARK

Runway Ident - 14

Runway Lth/Wid - 5000/ 40

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 43

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 25 Last 24 Hrs - 1

Make/Model- 13 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT FOLLOWING A HARD LANDING, DIRECTIONAL CONTROL WAS LOST. ACFT DEPARTED RUNWAY AND COLLIDED WITH DIRT BERM.

Brief of Accident (Continued)

File No. - 2272

8/25/84

AURORA, CO

A/C Reg. No. N7346D

Time (Lcl) - 1100 MDT

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

Finding(s)

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

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

Finding(s)

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

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

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2357 11/26/84 MANCOS,CO A/C Reg. No. N5018L Time (Lcl) - 0800 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -MAINTENANCE	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 - BELL 206B-III	Eng Make/Model - DET DIESEL 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2100
NONE	Months Since - 1	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - 206	Make/Model- 375
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - 2100

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SETTLED DURING AN EMER LNDG AFTER THE PLT SAID THE ENGINE FAILED. INVESTIGATION REVEALED THE ACFT RECEIVED MINOR MAINTENANCE ON THE DAY OF THE ACCIDENT, CONSISTING OF CHANGING THE PITCH CHAIN LINKS ON THE MAIN ROTOR BLADES. THE PLT MADE A WRITTEN STATEMENT AFTER THE ACCIDENT IN WHICH WAS STATED, "THE ACFT WAS RUNNING APRX 15 MIN BEFORE TAKEOFF WITH THE ANTI-ICE OPERATING. I PULLED INTO A HOVER APRX 6-7 FT AGL, SLOWLY, TO INSURE THAT THERE WAS NOTHING ATTACHED TO THE SKIDS. I THEN MOVED SIDeways FROM THE LANDING ZONE TO CLEAR THE AREA OF BLOWING SNOW FROM THE ACFT. I TURNED INTO THE WIND & STARTED TO APPLY POWER TO CLIMB OUT OVER ANOTHER FENCE AT ABOUT 10-15 AGL. AT APRX 10-15 MPH THE ENG OUT LIGHT & HORN SOUNDED & I APPLIED RT TORQUE PEDAL TO CORRECT FOR YAW. WE STARTED TO SETTLE TO THE GROUND & I APPLIED COLLECTIVE TO STOP THE DESCENT & LANDED ON THE OPPOSITE SIDE OF A DITCHING." THE ROTOR OR RPM DECAYED & THE ACFT ROCKED NOSE TO TAIL & THE MAIN BLADES HIT THE TAIL BOOM. AFTER THE ACCIDENT THE ENG RAN NORMALLY AT ALL POWER SETTINGS.

Brief of Accident (Continued)

File No. - 2357

11/26/84

MANCOS, CO

A/C Reg. No. N5018L

Time (Lc1) - 0800 MST

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 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. - 2255 4/19/84 BURLINGTON,CT A/C Reg. No. N466MA Time (Lc1) - 2022 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model	- MITSUBISHI AIRCRAFT MU-2B-60	Eng Make/Model	- GARRETT TPE331-10511M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 11575	Engine Type	- TURBOPROP		
No. of Seats	- UNK/NR	Rated Power	- 940 HP		

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 300 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BURLINGTON,CT
Destination
WINDSOR LOCKS,CT

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - MU-2B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5700 Last 24 Hrs - 2
Make/Model- 3200 Last 30 Days- 9
Instrument- UNK/NR Last 90 Days- 102
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FLOWN EARLIER IN THE DAY FOR A SALES DEMONSTRATION. ON THE RETURN FLT, WHEN THE LANDING GEAR WERE LOWERED, THE PLT THOUGHT HE HEARD A NOISE EMITTING FROM THE GEAR, ALTHOUGH COCKPIT INDICATIONS WERE NORMAL. THE ACFT LANDED AT JOHNNYCAKE ARPT & WAS REFUELED FOR A FLT TO BRADLEY FIELD WHERE IT IS HANGARED. THE PLT STATED HE INTENDED TO MAKE THE 22 MI FLT WITH THE GEAR DOWN AS A PRECAUTION. HE ALSO STATED HIS INTENTION TO FLY BELOW THE OVERCAST BECAUSE OF DELAYS OF UP TO 45 MIN IN OBTAINING IFR CLEARANCES. MOMENTS AFTER TAKEOFF THE ACFT COLLIDED WITH TREES EAST OF THE ARPT. ABOUT 1 MI EAST OF THE ARPT IS A NORTH-SOUTH RIDGE. ANOTHER PLT, WHO DEPARTED 15-20 MINS EARLIER, REPORTED ENTERING THE OVERCAST BETWEEN 400 & 700 FT AGL. GROUND WITNESSES 1 MI SE OF THE ARPT WHO HEARD THE CRASH DESCRIBED THE WX AS HEAVY FOG & MIST. ONE WITNESS ESTIMATED THE CEILING AS 100 FT AGL.

Brief of Accident (Continued)

File No. - 2255

4/19/84

BURLINGTON,CT

A/C Reg. No. N466MA

Time (Lc1) - 2022 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

3. OBJECT - TREE(S)
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 5. LIGHT CONDITION - DARK NIGHT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2368

4/29/84

WILLIMANTIC, CT

A/C Reg. No. N196JB

Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - BENSON B8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 550
No. of Seats - 1

Eng Make/Model - MCCULLOCH AF-O-100
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 72 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- 220/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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

WINDHAM
Runway Ident - 24
Runway Lth/Wid - 4050/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-152

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	340	Last 24 Hrs - UNK/NR
Make/Model-	20		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- UNK/NR
			Rotorcraft - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE GYROCOPTER CRASHED AFTER THE PLT LOST CONTROL OF THE ACFT IN A WINDY CONDITION, DURING TAKEOFF. A 20 DEGREE X-WIND VELOCITY OF 10 KTS GUSTING TO 35 KTS EXISTED AT THE TIME OF THE ACCIDENT. THE PLT TOLD HIS WIFE (WHO WROTE THE REPORT ON THE 6120.1 NTSB REPORTING FORM) THAT HE THOUGHT IF THE ACFT HAD HAD MORE ALTITUDE AT THE TIME OF THE GUST, STABILITY OF THE GYROCOPTER COULD HAVE BEEN MAINTAINED (WITHOUT AN ACCIDENT).

Brief of Accident (Continued)

File No. - 2368

4/29/84

WILLIMANTIC,CT

A/C Reg. No. N196JB

Time (Lc1) - 1700 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 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. WEATHER CONDITION - CROSSWIND
 5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
-

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

Occurrence #3 GEAR COLLAPSED
Phase of Operation DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2370

8/14/84

DANBURY,CT

A/C Reg. No. N74558

Time (Lcl) - 1415 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

2

0

0

Flight Conducted Under -14 CFR 91

IN FLIGHT

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - MOONEY M20C

Eng Make/Model - LYCOMING O-360-A1D

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2575

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 070/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DANBURY,CT

Destination

BRIDGEPORT,CT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DANBURY

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - M20C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1323

Last 24 Hrs - 2

Make/Model- 365

Last 30 Days- UNK/NR

Instrument- 56

Last 90 Days- 198

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OWNER WAS NOTIFIED ACCORDING TO THE ENGINE LOG THAT THE EXHAUST SYSTEM WOULD BE REPLACED. INSTEAD THE EXISTING SYSTEM WAS SENT OUT FOR WELDING. 4 EACH EXHAUST GASKETS WERE REPLACED & 2 EACH TAIL PIPE SPRINGS. THE ENGINE CASE WAS LEAKING OIL CURED BY TIGHTENING OF BOLTS. A MANIFOLD PRESSURE LINE WAS REPLACED AT ONE CYLINDER. THIS WAS DATED 12/21/82 TOTAL ACFT TIME WAS 3262.15, TACH WAS 592.15, ENG 1699.52 HRS, TIME LAST 4 MOS=75 HRS ANNUAL 10/30/81. LAST ANNUAL WAS ON 2/2/84. THIS DATA WAS OBTAINED FROM AN ENG LOG. THE DAY OF THE ACCIDENT, THE PLT ADVISED TWR 3 MINUTES AFTER TAKEOFF THAT HE WAS RETURNING TO LAND ON RWY 17. PASSENGER LATER REPORTED THAT AFTER THIS CALL THE ROUGH RUNNING ENG FAILED. THE PLT HAD USED THE BOOST FUEL PUMP ON THE SMOKING ENG. SMOKE IN THE COCKPIT FORCED THE PLT TO LAND SHORT OF THE RWY. BOTH OCCUPANTS WERE SERIOUSLY BURNED BUT ESCAPED AFTER THE ACFT CRASHED ABOUT 1 MILE FROM THE ARPT. PLT RECOMMENDED A BETTER LOCATION FOR FUEL SHUTOFF FOR FIRE CONTROL.

Brief of Accident (Continued)

File No. - 2370

8/14/84

DANBURY, CT

A/C Reg. No. N74558

Time (Lcl) - 1415 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation MANEUVERING

Finding(s)

1. EXHAUST SYSTEM - FAILURE, PARTIAL
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2256

9/17/84

SOMERS,CT

A/C Reg. No. N2088V

Time (Lcl) - 1201 EDT

-----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 -OTHER WORK USE

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 - 4150

No. of Seats - 7

Eng Make/Model - ALLISON 250-C28B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 435 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- 040/010 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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,ATP

SE LAND,ME LAND,SE SEA

HELICOPTER

Age - 61

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - C-500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10069

Make/Model- 11

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 799

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED ACFT BEGAN TO SETTLE AND ROLL TO RIGHT FROM STABLE 3 FOOT HOVER. APPLICATION OF LEFT CYCLIC DID NOT ARREST ROLL AND MAIN ROTOR MADE GROUND CONTACT. PLT HAD 11 HRS IN THIS MAKE & MODEL.

Brief of Accident (Continued)

File No. - 2256

9/17/84

SOMERS,CT

A/C Reg. No. N2088V

Time (Lc1) - 1201 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation HOVER

----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. - 2225 7/21/84 SELBYVILLE, DE A/C Reg. No. N9014W Time (Lcl) - 1345 EDT

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

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

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

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OCEAN CITY, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	TORONTO, OH	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .750 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 156
	Months Since - N/A	Make/Model- 16
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 11
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT AND ONE PASSENGER DEPARTED ON THE FLIGHT WITHOUT A WX BRIEFING DESPITE THE EXISTENCE OF LOW CEILINGS AND RAIN. WITNESSES RELATED HEARING THE ENGINE ACCELERATE AND SEEING THE ACFT START A CLIMB BEFORE IT BROKE UP AND IMPACTED THE GROUND. INVESTIGATION REVEALED THAT THE HORIZONTAL STABILIZER FAILED NEGATIVELY AT A LOW ALTITUDE RESULTING IN THE LOSS OF CONTROL AND SUBSEQUENT COLLISION WITH THE TERRAIN. THE STUDENT PLT BEGAN FLYING IN 1974.

Brief of Accident (Continued)

File No. - 2225

7/21/84

SELBYVILLE,DE

A/C Reg. No. N9014W

Time (Lcl) - 1345 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. WEATHER CONDITION - RAIN
8. WEATHER CONDITION - CLOUDS

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

Finding(s)

9. LEVEL OFF - ATTEMPTED - PILOT IN COMMAND
10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
11. FLIGHT CONTROL, STABILATOR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

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

Finding(s)

12. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,10

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. - 2389 7/27/84 SMYRNA, DE A/C Reg. No. N2936N Time (Lc1) - 1830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-28RT-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 200 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 290/012 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRIDGEPORT, CT

Destination

MYRTLE BEACH, SC

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

ME LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2027

Make/Model- 920

Instrument- 203

Multi-Eng - 900

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CONTACTED A DITCH AND NOSED OVER DURING A PRECAUTIONARY LANDING AFTER PLT NOTICED ENGINE WAS RUNNING ROUGH. CAUSE OF ENGINE ROUGHNESS COULD NOT BE DETERMINED THROUGH INSPECTION OF THE ENGINE.

Brief of Accident (Continued)

File No. - 2389

7/27/84

SMYRNA, DE

A/C Reg. No. N2936N

Time (Lc1) - 1830 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DITCH
-

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) 2

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. - 2285 8/20/84 VERO BEACH, FL A/C Reg. No. N4371Y Time (Lcl) - 1400 EDT

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

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

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

Make/Model	- PIPER PA-46-310P	Eng Make/Model	- CONTINENTAL TS10-520-BE	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 4100	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	
Method	- N/A	VERO BEACH, FL	
Completeness	- N/A	Destination	
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 220/010 KTS	Airport Data	
Visibility	- 7.0 SM	Runway Ident	- N/A
Lowest Sky/Clouds	- 2000 FT	Runway Lth/Wid	- N/A
Lowest Ceiling	- 2000 FT BROKEN	Runway Surface	- N/A
Obstructions to Vision	- NONE	Runway Status	- N/A
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)	
COMMERCIAL,CFI	Current - YES	Total - 2694	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 21	Make/Model- 137	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 47	Last 90 Days- 252
		Multi-Eng - 520	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON POST-PRODUCTION TEST FLT, PLT NOTED SYMPTOMS OF UNCOMMANDED LEAN MIXTURE AND TURNED TO RETURN FOR LANDING. EN ROUTE TO AIRPORT, ENG LOST PWR COMPLETELY. ON BASE LEG FOR FORCED LANDING (OFF AIRPORT) FIRE BROKE OUT IN ENG AREA AND BURNED THROUGH HYDRAULIC LINE CAUSING GEAR TO EXTEND. DUE TO INCREASED GLIDE ANGLE, PLANNED FLT PATH WOULD NOT CLEAR OBSTRUCTION (DRAW BRIDGE). WHEN THE PLT MANEUVERED TO AVOID THE OBSTACLE, THE ACFT STALLED, MUSHED AND COLLIDED WITH A BOAT DOCK. INVESTIGATION REVEALED A LOOSE FUEL LINE FITTING.

Brief of Accident (Continued)

File No. - 2285

8/20/84

VERO BEACH, FL

A/C Reg. No. N4371Y

Time (Lc1) - 1400 EDT

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

Finding(s)

1. FUEL SYSTEM, LINE FITTING - LOOSE
2. MAINTENANCE, INSTALLATION - IMPROPER - PRODUCTION/DESIGN PSNL

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 FIRE
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. FUEL SYSTEM, LINE FITTING - LEAK
4. FLUID, FUEL - FIRE

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

5. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - BURNED
6. LANDING GEAR - DEPLOYED INADVERTENTLY
7. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
8. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
9. MANEUVER - ATTEMPTED - PILOT IN COMMAND
10. TERRAIN CONDITION - NONE SUITABLE
11. STALL/MUSH - INADVERTENT -

----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) 5,6,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2269 9/03/84 ORLANDO, FL A/C Reg. No. N3639X Time (Lcl) - 1332 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - ROCKWELL COMMANDER 100-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

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

Wind Dir/Speed- 100/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ORLANDO WEST
Runway Ident - 36
Runway Lth/Wid - 2430/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 54
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	42
Make/Model-	9
Instrument-	1
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT STATED THAT DURING LANDING ROLL, LEFT BRAKE FAILED AND ACFT SWERVED INTO A DITCH. BRAKES HAD FUNCTIONED SATISFACTORILY DURING PRE-TAKEOFF TAXI AND RUN UP. INVESTIGATION SHOWED BRAKE RESERVOIR 1/2 FULL AND LEFT BRAKE INOPERATIVE FOR UNDETERMINED REASON.

Brief of Accident (Continued)

File No. - 2269

9/03/84

ORLANDO, FL

A/C Reg. No. N3639X

Time (Lc1) - 1332 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED
3. GROUND LOOP/SWERVE

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

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DITCH

Occurrence #3 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2316 9/15/84 KEY WEST, FL A/C Reg. No. N5348B Time (Lcl) - 1112 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL
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/NO
Stall Warning System - YES

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

Weather Data

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

Wind Dir/Speed- 050/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - 23000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MIAMI, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

KEY EST INT.
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 22

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 87	Last 24 Hrs	- 1
Make/Model-	84	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED TO THE CHIEF OF THE FAA CONTROL TOWER AT KEY WEST INT'L ARPT AFTER THE ACCIDENT THAT SHE "PORPOISED" ON LANDING, STRIKING THE NOSE GEAR AND CAUSING IT TO COLLAPSE.

Brief of Accident (Continued)

File No. - 2316

9/15/84

KEY WEST, FL

A/C Reg. No. N5348B

Time (Lcl) - 1112 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2315 10/02/84 MIAMI, FL A/C Reg. No. N2427P Time (Lc1) - 1246 EDT

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

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

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

Make/Model	- PIPER PA-38-112	Eng Make/Model	- AVCO 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	- 112 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	UNK/NR
Method	FT.LAUDERDALE,FL	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	Type of Clearance	- UNK/NR
Lowest Ceiling	Type Apch/Lndg	- UNK/NR
Obstructions to Vision		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 403
SE LAND	Months Since	Make/Model	- 11
	Aircraft Type	Instrument	- 105
		Multi-Eng	- 21
		Last 24 Hrs	- 34
		Last 30 Days	- UNK/NR
		Last 90 Days	- 63

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RATED PILOT AND CERTIFIED FLT INSTRUCTOR STATED THAT THEY WERE PRACTICING AGRICULTURAL DIVES AND TURNS. DURING A DIVE, THE PILOT PULLED OUT OF THE DIVE AT ABOUT 5 FEET AND THE AIRCRAFT CONTACTED SAWGRASS AND CRASHED. THE INSTRUCTOR PILOT INITIALLY STATED THAT THE ENGINE FAILED BUT LATER STATED THAT THE STUDENT "FAILED TO ADD ENOUGH POWER AND THE PLANE WENT INTO THE SWAMP."

Brief of Accident (Continued)

File No. - 2315

10/02/84

MIAMI, FL

A/C Reg. No. N2427P

Time (Lc1) - 1246 EDT

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

Finding(s)

1. LOW PASS - ATTEMPTED - DUAL STUDENT
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - DUAL STUDENT
 3. PULL-UP - DELAYED - DUAL STUDENT
 4. PROPER ALTITUDE - NOT MAINTAINED - DUAL STUDENT
 5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
 6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - HIGH VEGETATION
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2376 10/14/84 LIVE OAK, FL A/C Reg. No. N7393C Time (Lcl) - 1200 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 T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - TV WX
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/007 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE WALES, FL
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

LIVE OAK
Runway Ident - 10
Runway Lth/Wid - 2163/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 800
Last 24 Hrs - UNK/NR
Make/Model- 200
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- UNK/NR
Multi-Eng - 500

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED LONG ON THE RWY ACCORDING TO THE PLTS STATEMENT. HE ALSO SAID THAT HE COULD NOT GO-AROUND BECAUSE OF 50 FT TREES AT THE END OF THE RWY, SO HE ELECTED TO AIM (PLACE) THE ACFT "BETWEEN A TREE & HOUSE FOR SAFETY REASONS." THE ACCIDENT HAPPENED ON THE PLTS PRIVATE PROPERTY. THE PLT RECOMMENDED LANDING SHORTER AS A PREVENTIVE MEASURE.

Brief of Accident (Continued)

File No. - 2376

10/14/84

LIVE OAK, FL

A/C Reg. No. N7393C

Time (Lcl) - 1200 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - RESIDENCE
6. OBJECT - TREE(S)

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

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

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. - 2354 10/15/84 PUNTA GORDA, FL A/C Reg. No. N54JB Time (Lcl) - 1200 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

Make/Model - PITTS SPECIAL S-1C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1425
No. of Seats - 1

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

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

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

Weather Data

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

Wind Dir/Speed- 140/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PUNTA GORDA, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHARLOTTE COUNTY

Runway Ident - 15

Runway Lth/Wid - 5000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 150

Make/Model- 1

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BEING TESTED FOR HI-SPEED TAXI STABILITY. DURING THE 3RD TAXI RUN THE ACFT BECAME AIRBORNE AND A DECISION TO CONTINUE FLT AROUND THE TRAFFIC PATTERN WAS MADE. THE PLT NOTICED THE OIL TEMP AT 220 DEGREES & INCREASING. THE DECISION TO LAND ON RWY 21 WAS ABANDONED IN FAVOR OF 15 TO SHORTEN THE TRAFFIC PATTERN. THE PLT ADVANCED THE THROTTLE ON THE IDLING ENG BUT THERE WAS NO RESPONSE. THE ACFT DESCENDED AND COLLIDED WITH A 25 FT TREE. THE ACFT CRASHED TO THE GROUND 1000 FT FROM THE APCH END OF RWY 15. THE INJURED PLT AND HIS WRECKED ACFT WERE SEARCHED FOR WHEN HE DID NOT RETURN. THE SEARCH PARTY LOCATED THE ACFT & PLT AT APRX 1515 EDT, ABOUT 3 HRS AFTER INITIAL TAKEOFF. NO EVIDENCE OF ANY FAILURE OR MALFUNCTION WAS FOUND IN THE ACFT ENG OR CONTROLS.

Brief of Accident (Continued)

File No. - 2354

10/15/84

PUNTA GORDA, FL

A/C Reg. No. N54JB

Time (Lcl) - 1200 EDT

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

Finding(s)

1. LUBRICATING SYSTEM - OVERTEMPERATURE
 2. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2284 10/22/84 BELLE GLADE, FL

A/C Reg. No. N59424

Time (Lc1) - 1520 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELL 47G-5A
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-B1A
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 260 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed - 110/015 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BELLE GLADE, FL

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 - 50

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 22435

Make/Model - UNK/NR

Instrument - 594

Multi-Eng - 6170

Last 24 Hrs - 4

Last 30 Days - UNK/NR

Last 90 Days - 156

Rotorcraft - 12116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAD PARKED WITH 3 FT CLEARANCE BETWEEN MAIN ROTOR AND CORNER OF HANGAR. PLT STATED THAT ON LIFT OFF A GUST OF WIND BLEW ACFT TOWARD HANGAR. MAIN ROTOR BLADES MADE CONTACT. GROUND CREWMAN INJURED BY FLYING DEBRIS.

Brief of Accident (Continued)

File No. - 2284

10/22/84

BELLE GLADE, FL

A/C Reg. No. N59424

Time (Lc1) - 1520 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. OBJECT - BUILDING(NONRESIDENTIAL)

-----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. - 2323 10/23/84 WILLISTON, FL A/C Reg. No. N24UE Time (Lcl) - 1643 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-A1B5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- 110/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILLISTON, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
WILLISTON

Runway Ident - 04
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

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

Total	- 8166	Last 24 Hrs	- UNK/NR
Make/Model	- 35	Last 30 Days	- UNK/NR
Instrument	- 1982	Last 90 Days	- 216
Multi-Eng	- 578	Rotorcraft	- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT SEAT PILOT STATED THAT HE WAS DOING TOUCH AND GO LANDINGS ON RUNWAY 04. HE CONTINUED TO STATE THAT ON THE LAST LANDING HE TOUCHED DOWN ON THE RUNWAY, THEN ADDED FULL POWER AND RETRACTED THE FLAPS, BUT INADVERTANTLY RETRACTED THE LANDING GEAR. THE AIRCRAFT HIT THE RUNWAY, BOUNCED APRX 25 TO 50 FEET IN THE AIR, SLID OFF THE RUNWAY AND CAUGHT FIRE. THE INSTRUCTOR RATED PILOT AND REGISTERED OWNER IN THE RIGHT SEAT STATED THAT AFTER THE AIRCRAFT INITIALLY BOUNCED, HE COMPLETED THE LANDING.

Brief of Accident (Continued)

File No. - 2323

10/23/84

WILLISTON, FL

A/C Reg. No. N24UE

Time (Lcl) - 1643 EDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - ATTEMPTED - COPILOT

-----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. - 2337 11/29/84 STUART, FL

A/C Reg. No. N25705

Time (Lcl) - 1900 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 340/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
STUART, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

STUART
Runway Ident - 29
Runway Lth/Wid - 5000/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 121 Last 24 Hrs - 3
Make/Model- 121 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 121

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT HAD SUCCESSFULLY COMPLETED TWO TOUCH AND GO LANDINGS. ON THE THIRD LANDING THE ACFT TOUCHED DOWN HARD IN A THREE POINT ATTITUDE. A GO-AROUND WAS ACCOMPLISHED AND ON THE LAST LANDING, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2337

11/29/84

STUART, FL

A/C Reg. No. N25705

Time (Lc1) - 1900 EST

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GO-AROUND - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - BENT

-----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. - 2224

7/25/84

BAINBRIDGE,GA

A/C Reg. No. N57593

Time (Lcl) - 1700 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-36-285

Eng Make/Model - LYCOMING IO-720-A1B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3900

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 375 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 - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

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 - 44

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Last 24 Hrs - 4

Make/Model- 2000

Last 30 Days- UNK/NR

Instrument- 150

Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT ABOUT 150 FT AGL THE PROPELLER HUB FAILED ALLOWING ONE PROPELLER BLADE TO SEPARATE FROM THE ACFT. THE PILOT FLEW THE FORCED LANDING STRAIGHT AHEAD INTO TREES. METALLURGICAL EXAMINATION OF THE HUB REVEALED EVIDENCE OF A FATIGUE FRACTURE IN THE FORWARD HALF OF THE HUB.

Brief of Accident (Continued)

File No. - 2224

7/25/84

BAINBRIDGE,GA

A/C Reg. No. N57593

Time (Lc1) - 1700 EDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,HUB - FAILURE,TOTAL
2. PROPELLER SYSTEM/ACCESSORIES,HUB - FATIGUE
3. PROPELLER SYSTEM/ACCESSORIES,BLADE - SEPARATION
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. ENGINE ASSEMBLY,CYLINDER - SEPARATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2279 8/15/84 ST. SIMON,GA A/C Reg. No. N6073Q Time (Lcl) - 1730 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
1
0

None
0
0

-----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 - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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 - 140/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELIZABETH CITY,NJ
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MALCOLM MCKINNON
Runway Ident - 15
Runway Lth/Wid - 3314/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - M-20E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 898 Last 24 Hrs - UNK/NR
Make/Model- 883 Last 30 Days- UNK/NR
Instrument- 130 Last 90 Days- UNK/NR
Multi-Eng - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING ROLL, ACFT SWERVED TO LEFT & DEPARTED RWY SURFACE INTO GRASS. PLT APPLIED FULL PWR AND ATTEMPTED GO-AROUND, HEADED APRX 20 DEGREES LEFT OF RUNWAY ALIGNMENT. ACFT BECAME AIRBORNE, ANGLING TOWARD RAMP AND HANGAR COMPLEX. WITNESSES OBSERVED ACFT ASSUME EXTREME NOSE-UP ATTITUDE, ARPX 30-40 FT AGL, DROP OFF ABRUPTLY ON LEFT WING AND DESCEND TO GROUND IMPACT. PLT WITNESS DESCRIBED SOUNDS OF ERRATIC BRAKING WHEN ACFT WAS ON RUNWAY. POST-MISHAP EXAM OF BRAKES SHOWED BRAKES FUNCTIONAL, FULL FLUID. NOSE GEAR STEERING CONDITION COULD NOT BE DETERMINED DUE TO IMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 2279

8/15/84

ST. SIMON,GA

A/C Reg. No. N6073Q

Time (Lc1) - 1730 EDT

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

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

Finding(s)

3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
6. PULL-UP - EXCESSIVE - 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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2393

9/07/84

HAZLEHURST,GA

A/C Reg. No. N666CS

Time (Lc1) - 1615 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	4

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

Fire
NONE

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

Make/Model - CESSNA 411
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - CONTINENTAL GTS10-520-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 340 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/010 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
SAME AS ACC/INC
Destination
STATESBORO,GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAZLEHURST
Runway Ident - 14
Runway Lth/Wid - 4500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND
HELICOPTER

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11030	Last 24 Hrs	- 8
Make/Model-	245	Last 30 Days-	UNK/NR
Instrument-	390	Last 90 Days-	UNK/NR
Multi-Eng -	1675	Rotorcraft -	550

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON TAKEOFF AT ALT OF 300 FT AGL, PLT STATED, RT ENGINE FAILED. PLT FEATHERED RT ENGINE. ACFT BEGAN TO TURN TO RT SO PLT REDUCED PWR ON LEFT ENGINE AND MADE A FORCED LANDING STRAIGHT AHEAD IN A FIELD. ACFT CONTACTED A SMALL PINE TREE, SLID SIDEWAYS AND GEAR COLLAPSED. INSPECTION OF THE RT ENGINE DISCLOSED NO DISCREPANCIES WHICH COULD HAVE CAUSED A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2393

9/07/84

HAZLEHURST,GA

A/C Reg. No. N666CS

Time (Lc1) - 1615 EDT

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

Finding(s)

1. UNDETERMINED
2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #5 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2359 10/15/84 COOLIDGE,GA A/C Reg. No. N60960 Time (Lcl) - 1306 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ZEPHYHILLS,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COOLIDGE,GA	DEVANE AIRSTRIP
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR-00200
Lowest Sky/Clouds - SCATTERED	Type of Clearance - UNK/NR	Runway Surface - GRASS/TURF
Lowest Ceiling - BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150	Make/Model- 244
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A BUSH DURING LANDING. THE PLT FLEW UNDER A WIRE THAT HE SAW JUST IN TIME TO AVOID HITTING AND OVER THE 5 FOOT EMBANKMENT ON THE OPPOSITE SIDE OF AN INTERVENING ROADWAY. AFTER THE COLLISION, THE ACFT FLIPPED OVER AND SLID THROUGH A BARBED WIRE FENCE.

Brief of Accident (Continued)

File No. - 2359

10/15/84

COOLIDGE,GA

A/C Reg. No. N60960

Time (Lc1) - 1306 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2270

7/27/84

CLARINDA,IA

A/C Reg. No. N4229G

Time (Lcl) - 1205 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

DESTROYED

Crew 1

0

0

0

Flight Conducted Under -14 CFR 91

FIRE

Pass 1

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - SIMS - BASSET VARIEZE

Eng Make/Model - LYCOMING O-235-C1

ELT Installed/Activated - YES-UNK/NR

Landing Gear - UNK/NR

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1050

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 112 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 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

OSHKOSH,WI

Airport Proximity

ON AIRPORT

Airport Data

SCHENCK FIELD

Runway Ident - 01

Runway Lth/Wid - 4000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 45

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 - 3000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED A GROUND RUN OF APRX 2000 FT BEFORE LIFT-OFF WAS ACHIEVED AFTER WHICH THE ACFT APPEARED TO CLIMB LABORIOUSLY TO ABOUT 100 FT AGL. ACFT THEN EXECUTED STEEP, DESCENDING RT TURN OF ABOUT 240 DEGREES BACK TOWARD THE ARPT. ACFT COLLIDED WITH PWR LINE ABOUT 25 FT AGL THEN CONTINUED APRX 100 FT INTO A CINDER BLOCK STRUCTURE. ACFT DISINTEGRATED ON IMPACT WITH STRUCTURE. WT AND BALANCE CALCULATIONS SHOW ACFT 200 LBS OVER MAX GROSS WIEGHT. ENG TEARDOWN DISCLOSED LOW COMPRESSION ON ALL CYLS, OIL FILTER CONTAINED METAL PARTICLES, EXCESSIVE WEAR ON REAR CAMSHAFT BEARING OBSERVED AND EVIDENCE OF CRANKSHAFT OIL SEAL SPINNING IN CRANKCASE. NO. 1 AND NO. 3 TOP SPARK PLUGS WERE LEAD FOULED AND WOULD NOT FIRE DURING TESTING.

Brief of Accident (Continued)

File No. - 2270

7/27/84

CLARINDA, IA

A/C Reg. No. N4229G

Time (Lcl) - 1205 CDT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - INADEQUATE
5. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS
6. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - WIRE, TRANSMISSION

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

Finding(s)

8. OBJECT - BUILDING(NONRESIDENTIAL)

----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) 2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2286 9/07/84 COUNCIL BLUFFS, IA A/C Reg. No. N9282U Time (Lcl) - 1100 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA C-150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 180/012 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
LINCOLN, NE
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

COUNCIL BLUFFS MUNI
Runway Ident - 13
Runway Lth/Wid - 3500/ 75
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 43

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	- 45	Last 24 Hrs	- 2
Make/Model-	45	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	38

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT DEPARTED ON SUPERVISED SOLO FLT. LATER, INSTRUCTOR NOTED WIND CONDITIONS AT THE AIRPORT HAD BECOME UNFAVORABLE & ADVISED PLT BY RADIO TO DIVERT TO A SPECIFIC ALTERNATE WHERE WINDS CONDITIONS WERE FAVORABLE. PLT DISREGARDED ADVICE, PROCEEDED TO AIRPORT OF ORIGIN AND LANDED IN STRONG, GUSTY X-WIND. ACFT DRIFTED OFF DOWNWIND SIDE OF RWY, COLLIDED WITH A DITCH AND NOSED OVER. OMAHA, NB, (6 MILES NNW) REPORTED WINDS GUSTING TO 25 KTS WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2286

9/07/84

COUNCIL BLUFFS, IA

A/C Reg. No. N9282U

Time (Lc1) - 1100 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

9. AIRPORT FACILITIES, RUNWAY/LANDING AREA 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) 6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2206 11/04/84 OXFORD,IA

A/C Reg. No. N3510V

Time (Lcl) - 1300 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE 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- 290/020 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
AMANA,IA
Destination
OXFORD,IA

Airport Proximity
ON AIRPORT

Airport Data

GREEN CASTLE
Runway Ident - 33
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000 Last 24 Hrs - 3
Make/Model- 258 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 18
Multi-Eng - 65

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO A LOWER THAN OPTIMUM GLIDE PATH AND TURBULENCE, THE ACFT LANDED ABOUT 100 FT SHORT OF THE RWY. ALL 3 LANDING GEAR COLLAPSED IN THE UNIMPROVED TERRAIN.

Brief of Accident (Continued)

File No. - 2206

11/04/84

OXFORD, IA

A/C Reg. No. N3510V

Time (Lc1) - 1300 CST

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

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - TURBULENCE
-

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2234 11/12/84 BURLINGTON,IA A/C Reg. No. N2454B Time (Lcl) - 1748 CST

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

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

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

Make/Model - PIPER PA-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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DAVENPORT,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BURLINGTON,IA	BURLINGTON MUNICIPAL
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6702/ 150
Lowest Sky/Clouds - 10000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 39
		Last 30 Days- 10
		Instrument- 1
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT THE DESCENT INTO THE TRAFFIC PATTERN WAS LATE AND THE BASE TURN PERFORMED EARLY LEAVING THE ACFT HIGH ON FINAL. AS A RESULT, AN EXCESSIVE RATE OF DESCENT DEVELOPED ON SHORT FINAL. THE HIGH DESCENT RATE AND DIMINISHING DAYLIGHT LED THE PILOT TO MISJUDGE THE PROPER FLARE ATTITUDE. REALIZING THAT THE FLARE WAS HIGH THE PILOT PUSHED THE YOKE FORWARD RESULTING IN A HARD, NOSE GEAR FIRST LANDING. THE PILOT FURTHER STATED THAT SHE WAS TIRED AFTER THE 4 HOUR SOLO TRIP.

Brief of Accident (Continued)

File No. - 2234

11/12/84

BURLINGTON, IA

A/C Reg. No. N2454B

Time (Lcl) - 1748 CST

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. FLARE - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND
8. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

9. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2345 12/01/84 COUNCIL BLUFFS, IA A/C Reg. No. N86120 Time (Lcl) - 1245 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - AERONCA 11AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

COUNCIL BLUFFS
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 - 29
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 166
Make/Model- 14
Instrument- 3
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD BEEN PRACTICING LANDINGS AND THEN CLIMBED THE ACFT TO 5000 FT ABOVE THE ARPT. HE FLEW AROUND FOR AWHILE TO COOL OFF THE ENG AND THEN HE SHUTDOWN IT DOWN TO PRACTICE RESTARTS. AFTER THE FIRST RESTART THE ENG WAS SHUT DOWN A SECOND TIME. THIS RESTART WAS UNSUCCESSFUL BECAUSE THE PROP HAD STOPPED WINDMILLING AND THIS ACFT WAS NOT EQUIPPED WITH A STARTER. UPON REACHING 2500 FT MSL, THE PLT BEGAN CONCENTRATING ON THE FORCED LANDING. AFTER ONE CIRCLE OVER THE ARPT THE PLT DETERMINED HE WAS STILL TOO HIGH AND MADE A SECOND CIRCLE. DURING THE SECOND CIRCLE, THE WIND, WHICH WAS GUSTING TO 25 KTS, BLEW THE ACFT AWAY FROM THE RWY. THE ACFT COLLIDED WITH A SMALL TREE DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 2345

12/01/84

COUNCIL BLUFFS, IA

A/C Reg. No. N86120

Time (Lc1) - 1245 CST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. PLANNED APPROACH - POOR - PILOT IN COMMAND
 5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
-

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

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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2210

9/03/84

MCCALL, ID

A/C Reg. No. N8136G

Time (Lcl) - 1105 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

ON GROUND

Crew

1

0

0

0

Pass

3

0

0

0

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

Make/Model - CESSNA 210K

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3800

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-L

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

INDIAN CREEK, ID

Destination

MCCALL, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2150

Make/Model- 300

Instrument- UNK/NR

Multi-Eng - 500

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

TWO ACFT DEPARTED IN TRAIL INTENDING TO FOLLOW A RIVER THROUGH THE MOUNTAINOUS TERRAIN IN THEIR CLIMB ABOVE THE RIDGE LINE. THE FIRST ACFT PROCEEDED AS PLANNED ALONG THE RIVER AND TURNED TOWARD THE DEST AT A SAFE ALT. ABOUT 1/4 OF A MILE BEHIND, THE SECOND ACFT RADIOED THE FIRST THAT THEY WERE TURNING UP A "DIFFERENT CANYON." THE ACFT WAS UNABLE TO CLIMB RAPIDLY ENOUGH TO CLEAR THE RISING TERRAIN AND STALLED ATTEMPTING TO TURN BACK. ELEVATION AT THE POINT OF DEPARTURE AND THE ACCIDENT SITE WAS 4,701 AND 6,200 FT RESPECTIVELY. ALL 4 OCCUPANTS WERE RATED PILOTS. POST CRASH FIRE CONSUMED MOST OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 2210

9/03/84

MCCALL, ID

A/C Reg. No. N8136G

Time (Lc1) - 1105 MST

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

Finding(s)

1. CREW/GROUP BRIEFING - DISREGARDED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

Occurrence #3 FIRE
Phase of Operation OTHER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2214 9/12/84 DRIGGS, ID A/C Reg. No. N56526 Time (Lc1) - 1035 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - MAULE M6
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-W15D
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 - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAILEY, ID
Destination
DRIGGS, ID

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TETON PEAKS DRIGGS MUNI
Runway Ident - 21
Runway Lth/Wid - 5200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 63

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 208	Last 24 Hrs	- 3
Make/Model-	208	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	27

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING LONG AND FAST BRAKES WERE APPLIED, DIRECTIONAL CONTROL WAS LOST AND THE ACFT GROUND LOOPED OFF OF THE RWY.
THE ACFT COLLIDED WITH AND CAME TO REST IN A DITCH.

Brief of Accident (Continued)

File No. - 2214

9/12/84

DRIGGS, ID

A/C Reg. No. N56526

Time (Lc1) - 1035 MDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2216 9/18/84 MOUNTAIN HOME, ID A/C Reg. No. N2386C Time (Lcl) - 1900 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 - CESSNA R-182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-53C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

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

Wind Dir/Speed- 250/004 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BOISE, ID

Destination

MOUNTAIN HOME, ID

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NONE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 637

Make/Model- 3

Instrument- 40

Multi-Eng - 30

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING ON A ROAD TO VISIT FRIENDS WHEN THE ACFT COLLIDED WITH A GATE DURING THE ROLL. THE PILOT HAD ORIGINALLY INTENDED TO LAND AT A NEARBY MUNICIPAL ARPT AFTER FLYING OVER THE FRIENDS HOUSE. DUE TO THE CLOSE PROXIMITY OF MOUNTAIN HOME AIR FORCE BASE THE PILOT ELECTED NOT TO FLY OVER BUT TO LAND ON THE ROAD.

Brief of Accident (Continued)

File No. - 2216

9/18/84

MOUNTAIN HOME, ID

A/C Reg. No. N2386C

Time (Lcl) - 1900 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. OBJECT - FENCE

-----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. - 2352 9/18/84 TWIN FALLS, ID A/C Reg. No. N42Q Time (Lcl) - 1949 MDT

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

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

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

Make/Model	- DRAKE QUICKIE II	Eng Make/Model	- REV MASTER 2100DQ	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 64 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	TWIN FALLS, ID		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	TWIN FALLS, ID	TWIN FALLS CITY	
Wind Dir/Speed	- CALM		Runway Ident	- 67
Visibility	- 40.0 SM	ATC/Airspace	Runway Lth/Wid	- 7151/ 150
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DUSK			

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 380
SE LAND	Months Since - 3	Make/Model	- 5
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT THE ACFT PORPOISED 2 OR 3 TIMES AFTER INITIAL TOUCHDOWN. AFTER BOUNCING, THE ACFT VEERED TO THE RT, GROUND LOOPED AND NOSED OVER AFTER CONTACTING THE SOFT GROUND OFF THE SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 2352

9/18/84

TWIN FALLS, ID

A/C Reg. No. N42Q

Time (Lc1) - 1949 MDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - NOT CORRECTED - 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) 1,2,3,4

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. - 2242 10/07/84 ABERDEEN, ID A/C Reg. No. N48757 Time (Lcl) - 1430 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	POCATELLO, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ABERDEEN, ID	
Wind Dir/Speed- 290/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 49
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE SOLO STUDENT PLT, WHILE ACCELERATING THROUGH 40 KTS DURING TAKEOFF THE ACFT BEGAN TO DRIFT TO THE LEFT. THE ACFT DEPARTED THE RWY, ROLLED THROUGH TWO FENCES AND NOSED OVER IN THE SOFT GROUND.

Brief of Accident (Continued)

File No. - 2242

10/07/84

ABERDEEN, ID

A/C Reg. No. N48757

Time (Lc1) - 1430 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE

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

Finding(s)

7. TERRAIN CONDITION - SOFT

Occurrence #4 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2340

7/08/84

OAK BROOK, IL

A/C Reg. No. N8377Z

Time (Lcl) - 1030 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation -AERIAL PHOTO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

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

Make/Model - CESSNA 205

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3350

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-S

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 260 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/013 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 FT

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WEST CHICAGO, IL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MIDWAY

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 - 37

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 650

Make/Model- 207

Instrument- 56

Multi-Eng - 111

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

PILOT AND PASSENGERS WERE CIRCLING OVER A GOLF COURSE TAKING PHOTOGRAPHS WHEN THE ENGINE QUIT. THE PILOT MADE AN EMERGENCY LANDING ON AN ADJACENT GOLF COURSE AND THE AIRCRAFT STRUCK A TREE DURING THE ROLLOUT. POST ACCIDENT EXAM OF THE ENG REVEALED NO EVIDENCE OF A MECHANICAL OR FAILURE. THE FUEL BOOST PUMP WAS FOUND TO BE IN THE HIGH POSITION. THE ACFT OWNER'S MANUAL STATES THAT THE ELECTRIC FUEL PUMP SHOULD NOT BE SWITCHED TO THE HIGH POSITION DURING NORMAL OPERATION BECAUSE CONSIDERABLY RICHER MIXTURE THAN NORMAL WILL RESULT.

Brief of Accident (Continued)

File No. - 2340

7/08/84

OAK BROOK, IL

A/C Reg. No. N8377Z

Time (Lc1) - 1030 CDT

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

Finding(s)

1. FLUID, FUEL - OTHER
 2. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - 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. - 2311 7/14/84 COLUMBIA,IL A/C Reg. No. N29381 Time (Lc1) - 1635 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

Crew
Pass

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

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

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/012 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OSAGE BEACH,MO
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

COLUMBIA
Runway Ident - 11
Runway Lth/Wid - 1400 -UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1609	Last 24 Hrs	- UNK/NR
Make/Model-	436	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	129

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT SHE LANDED THE AIRCRAFT APPROXIMATELY ONE THIRD OF THE WAY DOWN THE RUNWAY. SHE CONTINUED TO STATED THE ACFT BALLOONED SO SHE DECIDED TO GO-AROUND, DURING WHICH SHE RETRACTED THE FLAPS TO 1/4. THE PILOT OPERATING HANDBOOK STATES THAT THE FLAPS ARE TO BE RETRACTED TO 1/2 DURING A GO AROUND. DURING THE GO AROUND THE AIRCRAFT WENT OFF THE RIGHT SIDE OF RWY. THE PILOT CORRECTED TO THE LEFT AND THE ACFT COLLIDED WITH A PARKED ACFT NEAR A HANGAR.

Brief of Accident (Continued)

File No. - 2311

7/14/84

COLUMBIA,IL

A/C Reg. No. N29381

Time (Lc1) - 1635 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
6. OBJECT - AIRCRAFT PARKED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2339

7/28/84

SANDWICH, IL

A/C Reg. No. N36219

Time (Lcl) - 0836 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
ON GROUND	Pass	1	4	2	0

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

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

Make/Model - PIPER PA-32RT-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5D
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- 010/010 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

OSHKOSH, WI

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WOODLAKE LANING

Runway Ident - 26

Runway Lth/Wid - 2988/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 38

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - C-175

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2037

Make/Model- 43

Instrument- 286

Multi-Eng - 232

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 9

Rotorcraft - 1063

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT ATTEMPTED TO TAKEOFF WITH 7 PASSENGERS IN A SIX PLACE ACFT. THE ACFT WAS 187 LBS OVER GROSS WT AND 1.54 INCHES OUT OF AFT C.G. THE PILOT TOOKOFF DOWNWIND AND COLLIDED WITH TREES AT THE END OF THE RWY. THERE WAS A POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 2339

7/28/84

SANDWICH,IL

A/C Reg. No. N36219

Time (Lcl) - 0836 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
7. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - TREE(S)

Occurrence #3 FIRE
Phase of Operation OTHER

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 5,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2265 8/03/84 BLOOMINGTON, IL A/C Reg. No. N5881Z Time (Lc1) - 2115 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	1	0	0
Accident Occurred During	-DESCENT		Pass 0	0	1	0

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

Make/Model	- PIPER PA-22-108	Eng Make/Model	- LYCOMING O-235-O1	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 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- 150/003 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</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</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>BLOOMINGTON</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 - 47</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 - 149</p> <p>Make/Model- 27</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 27</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PLT DEPARTED ON LOCAL FLT SHORTLY BEFORE THE TWR CLOSED. PLT RECALLED FINAL TWR TRANSMISSION INCLUDED ALTIMETER SETTING WHICH WAS A SIGNIFICANT CHANGE ON HIS INSTRUMENT. ON RETURN TO THE ARPT, 35 MINS AFTER DEPARTURE, FOG AND HAZE HAD REDUCED VISIBILITY TO ABOUT 2 MILES. ON TURN TO FINAL, ACFT DESCENDED ABOUT 400 FT BELOW NORMAL APPROACH PATH. LANDING LIGHTS ILLUMINATED PWR LINES AHEAD. PLT FELT THAT AN EVASIVE PULL-UP MANEUVER WOULD NOT ALLOW CLEARANCE SO POWER WAS ADDED AND ATTEMPT MADE TO FLY UNDER THE LINES WITHOUT A VISUAL GROUND REFERENCE. THE ACFT IMPACTED THE GROUND IN A CORN FIELD.

Brief of Accident (Continued)

File No. - 2265

8/03/84

BLOOMINGTON, IL

A/C Reg. No. N5881Z

Time (Lcl) - 2115 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. ALTIMETER SETTING - INACCURATE - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
 5. OBJECT - WIRE, TRANSMISSION
 6. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 7. LIGHT CONDITION - NIGHT
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2287 8/25/84 NAPERVILLE, IL A/C Reg. No. N8317R Time (Lcl) - 1557 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	1	0	

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TSIO-360-FB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	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	OFF AIRPORT/STRIP
Method - TELEPHONE	TROY, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SCHAUMBURG, IL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 197
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 31
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED ENG HAD BEEN "RUNNING ROUGH" SINCE 100 HR INSPECTION. ENG HAD 130 HRS TOTAL TIME. ON RUN-UP, ENG WAS MISFIRING UNTIL PLT LEANED MIXTURE AND ALLOWED FULL WARM UP. ENG THEN PERFORMED NORMALLY. TAKEOFF AND CLIMB TO CRUISE UNEVENTFUL. AFTER ABOUT 45 MIN FLT, ENG RPM DROPPED. PLT INITIATED CORRECTIVE PROCEDURES, INCLUDING SWITCHING FUEL TANKS AND RESTORED PWR MOMENTARILY. ENG THEN BEGAN MISFIRING/BACKFIRING. PLT ATTEMPTED CORRECTIVE PROCEDURES BUT ENG LOST TOTAL POWER. PLT EXECUTED FORCED LANDING IN FOOTBALL FIELD. ON POST-MISHAP ENG RUN-UP, ENG PERFORMED NORMALLY.

Brief of Accident (Continued)

File No. - 2287

8/25/84

NAPERVILLE, IL

A/C Reg. No. N8317R

Time (Lc1) - 1557 CDT

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

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 - OPEN FIELD

-----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. - 2297

9/08/84 LANSING, IL

A/C Reg. No. N10SF

Time (Lcl) - 1650 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

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

ELT Installed/Activated - YES/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- 200/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 5500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WICHITA,KS

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LANSING MUNI
Runway Ident - 27
Runway Lth/Wid - 2432/ 75
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 38

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1536
Make/Model-	83
Instrument-	181
Multi-Eng -	224

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD JUST DEMONSTRATED THE ACFT FOR SALE AND FILED AN IFR FLT PLAN. RUN UP AND PRE-TAKEOFF CHECKS WERE RUSHED TO BEAT VOID CLEARANCE TIME. JUST BEFORE LIFTOFF, PLT NOTED SLUGGISH ACCELERATION BUT BELIEVED INSUFFICIENT RUNWAY REMAINED TO SUCCESSFULLY ABORT TAKEOFF. ON INITIAL CLIMB, ENG BEGAN TO VIBRATE AND POWER OUTPUT WAS MARGINAL FOR CONTINUED FLT. PLT WAS ABLE TO MANEUVER DOWNWIND FOR LOW, CLOSE-IN APPROACH. AFTER ATTAINING RUNWAY ALIGNMENT, PLT REALIZED HE HAD EXCESS ALTITUDE AND AIRSPEED BUT ELECTED TO CONTINUE APPROACH. ACFT TOUCHED DOWN LONG ON WET RUNWAY AND RAN OFF END, COLLIDING WITH A PERIMETER ROAD GUARD RAIL. POST-MISHAP INVESTIGATION OF ENG REVEALED NO DISCREPANCIES EXCEPT WITH LEFT MAGNETO ONLY SELECTED, ENG RAN ROUGH. LEFT MAGNETO, HARNESS AND SPARK PLUGS TESTED TO SPECIFICATIONS.

Brief of Accident (Continued)

File No. - 2297

9/08/84

LANSING,IL

A/C Reg. No. N10SF

Time (Lc1) - 1650 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. IGNITION SYSTEM,MAGNETO - UNDETERMINED
4. ABORTED TAKEOFF - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,ANXIETY/APPREHENSION - PILOT IN COMMAND
8. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
9. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2288 9/09/84 GREENVILLE, IL A/C Reg. No. N3958C Time (Lcl) - 1330 CDT

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

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

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

Make/Model - HARRIS GOLDWING	Eng Make/Model - CUYUNA 430D	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	GREENVILLE, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	GREENVILLE
Wind Dir/Speed- 225/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 1100 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 623
SE LAND	Months Since - 17	Make/Model- 16
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 29
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS PERFORMING TOUCH AND GO LANDINGS BELOW 1100 FT OVERCAST SKY. PASSING NORTH END OF FIELD AT 800 FT, PLT NOTED RAIN SHOWER AT SOUTH END & ELECTED TO LAND TO THE SOUTH. DURING APCH TURN THE LEFT WING DROPPED ABRUPTLY TO A NEAR-INVERTED ACFT ATTITUDE. PLT APPLIED FULL PWR AND CORRECTIVE CONTROL INPUTS BUT THE ACFT COLLIDED WITH MUDDY TERRAIN BEFORE RECOVERY WAS COMPLETED. PLT CITED WIND SHEAR.

Brief of Accident (Continued)

File No. - 2288

9/09/84

GREENVILLE,IL

A/C Reg. No. N3958C

Time (Lc1) - 1330 CDT

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR

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

Finding(s)

2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2380

9/22/84

PLATO CENTER, IL

A/C Reg. No. N199B

Time (Lcl) - 1520 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - ROBERT EGGBRECHT SONERAI 2L

Eng Make/Model - VOLKSWAGEN 2374

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 950

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 65 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/006 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

OLSON

Runway Ident - 23

Runway Lth/Wid - 2000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 37

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE, COMMERCIAL, ATP

Current - YES

Total - 2613

Last 24 Hrs - 0

SE LAND, ME LAND

Months Since - 8

Make/Model- 0

Last 30 Days- 10

Aircraft Type - C-90

Instrument- 84

Last 90 Days- 20

Multi-Eng - 1441

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED & SPUN TO THE GROUND FROM ABOUT 200 FT AGL AFTER AN ABRUPT PULL-UP TO APRX 45 DEGREE DECK ANGLE DURING A PREMATURE LIFTOFF. THE PLT HAD BEEN OBSERVED MAKING HIGH SPEED TAXI RUNS "TO GET THE FEEL OF THE ACFT". AFTER A RUN RESULTED IN A LIFTOFF, THE RT WING DROPPED & ALMOST HIT THE RWY. THE PLT WAS OBSERVED RAISING THE WING BY APPLICATION OF THE FLT CONTROLS BUT NO LOWERING OF THE NOSE OCCURRED. THE ACFT CONTINUED THE STEEPER THAN NORMAL CLIMB AND REACHED AN ALT OF APRX 150 FT AGL BEFORE THE RT WING DROPPED TWO MORE TIMES. ONE RECOVERY OF BANK WAS ACCOMPLISHED WITH THE NOSE OF THE ACFT STILL MAINTAINED IN A CLIMB ATTITUDE. THE WING DROPPED SHARPLY THE 3RD TIME AND THE ACFT WENT INTO A SPIN FROM WHICH NO RECOVERY WAS MADE. THE WITNESSES SAID THAT THE ACFT NEVER APPEARED TO REACH THE PROPER FLYING SPEED. THE ACFT OWNER HAD JUST FLOWN IN THIS ACFT WITH NO MECHANICAL DIFFICULTIES AS STATED IN HIS REPORT. THE PLT HAD LOGGED NO FLT TIME SINCE 1/4/84. NO MEDICAL OR MECHANICAL DISCREPANCIES WERE FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2380

9/22/84

PLATO CENTER,IL

A/C Reg. No. N199B

Time (Lc1) - 1520 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,IMPROPER INITIAL TRAINING - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. PULL-UP - EXCESSIVE - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
6. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2307 9/23/84 MISS.PALIST.PK,IL A/C Reg. No. N90543 Time (Lcl) - 1500 CDT

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

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

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

Make/Model - BELL 47G-3B1	Eng Make/Model - LYCOMING TVO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 270 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- CALMABLE</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 SAVANNA,IL</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 - UNK/NR</p>	<p>Airport Proximity UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 833</p> <p>Make/Model- 400</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - 740</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED A TOTAL LOSS OF POWER APRX 2 MINUTES AFTER TAKEOFF. THE PLT PERFORMED AN AUTOROTATION INTO TREES AS NO SUITABLE LANDING AREA WAS AVAILABLE. THE 2 PASSENGERS ON BOARD STATED THE PLT DID NOT VISUALLY CHECK THE FUEL QUANTITY BEFORE TAKEOFF. NO FUEL WAS FOUND IN THE FUEL TANKS WHEN EXAMINED BY MECHANICS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2307

9/23/84

MISS.PAL.ST.PK,IL

A/C Reg. No. N90543

Time (Lcl) - 1500 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. TERRAIN CONDITION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2365 10/18/84 COMPTON,IL A/C Reg. No. N500JT Time (Lc1) - 1645 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	0

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

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-360-EB
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 100/018 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DEKALB,IL

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

BRESSON

Runway Ident - 18

Runway Lth/Wid - 2590/ 190

Runway Surface - GRASS/TURF

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3220 Last 24 Hrs - 3

Make/Model- 90 Last 30 Days- UNK/NR

Instrument- 470 Last 90 Days- 59

Multi-Eng - 1158

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE LANDED APRX 1/4 WAY DOWN THE WET SOD RWY WHICH IS 2590 FT LONG. THE BRAKING ACTION WAS NIL. THE ACFT RAN OFF THE END OF THE RWY & COLLIDED WITH A 3 FT EMBANKMENT.

Brief of Accident (Continued)

File No. - 2365

10/18/84

COMPTON,IL

A/C Reg. No. N500JT

Time (Lcl) - 1645 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2305

6/22/84

SPINDLE, IN

A/C Reg. No. N4772X

Time (Lcl) - 1910 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 310/003 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAFAYETTE, IN
Destination
EVANSVILLE, IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 19
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 113
Last 24 Hrs - 8
Make/Model- 113
Last 30 Days- UNK/NR
Instrument- 2
Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE RAN OUT OF USEABLE FUEL WHILE IN CRUISE FLT. THE PILOT EXECUTED AN EMERGENCY LANDING IN A NEWLY MOWED HAYFIELD AND THE ACFT SUSTAINED SUBSTANTIAL DAMAGE. THE PILOT STATED THAT HE SHOULD HAVE "GOTTEN FUEL AT LAFAYETTE."

Brief of Accident (Continued)

File No. - 2305

6/22/84

SPINDLE, IN

A/C Reg. No. N4772X

Time (Lc1) - 1910 EDT

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

Phase of Operation CRUISE - NORMAL

1. FLUID, FUEL - EXHAUSTION

2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

4. REFUELING - DISREGARDED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2301 9/18/84 COVINGTON, IN A/C Reg. No. N5023D Time (Lcl) - 1515 EST

-----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	- PICKEL SMITH MINIPLANE	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 85 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/004 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 SAME AS ACC/INC</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 - FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data FULTON</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2600/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 528
SE LAND	Months Since - 18	Make/Model- 173
	Aircraft Type - UNK/NR	Instrument- 79
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED AFTER THE ACCIDENT THAT DURING THE LANDING ROLL THE LEFT WHEEL SEPARATED FROM THE AIRCRAFT. THE AIRCRAFT SLID APRX 40 FEET AND NOSED OVER. THE PLT STATED THAT HE HAD REMOVED THE MAIN LANDING GEAR APRX 10 HRS PRIOR TO THE ACCIDENT TO REPACK THE WHEEL BEARINGS. HE STATED THAT HE HAD TROUBLE REINSTALLING THE AXLE RETAINING NUT SO THAT THE COTTER KEY HOLE IN THE NUT MATCHED THE ONE IN THE AXLE. HE REDRILLED AND ENLARGED THE HOLE IN THE RETAINING NUT. THIS ALLOWED THE COTTER KEY TO FIT THROUGH THE RETAINING NUT BUT WITH THE NUT SET AT ITS PROPER TORQUE, IT DID NOT GO THROUGH THE HOLE.

Brief of Accident (Continued)

File No. - 2301

9/18/84

COVINGTON, IN

A/C Reg. No. N5023D

Time (Lcl) - 1515 EST

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

Finding(s)

1. LANDING GEAR, WHEEL - SEPARATION
 2. MAINTENANCE, MODIFICATION - IMPROPER - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2290 9/19/84 EVANSVILLE, IN A/C Reg. No. N8033R Time (Lcl) - 1718 CST

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

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

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

Make/Model - BEECHCRAFT A-24R	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DRESS REGIONAL
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5080/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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 - 119
SE LAND	Months Since - 21	Make/Model- 67
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKE OFF, PLT EXPERIENCED COMPLETE ELECTRICAL FAILURE, LATER TRACED TO A BROKEN FIELD WIRE ON THE ACFT ALTERNATOR TERMINAL. PLT RETURNED FOR LANDING & PLACED GEAR HANDLE IN DOWN POSITION. GEAR FAILED TO EXTEND (ELECTRICALLY OPERATED). PLT MADE NO ATTEMPT TO VERIFY GEAR POSITION IN ABSENCE OF INDICATOR LIGHTS OR EXTEND GEAR MANUALLY. HANDBOOK PROVIDES INSTRUCTIONS ON MANUAL EXTENSION PROCEDURE BUT DOES NOT ADVISE ON CONDITIONS NECESSITATING USE.

Brief of Accident (Continued)

File No. - 2290

9/19/84

EVANSVILLE, IN

A/C Reg. No. N8033R

Time (Lc1) - 1718 CST

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

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - SEPARATION
2. ELECTRICAL SYSTEM - FAILURE, TOTAL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
7. INSUFFICIENT STANDARDS/REQUIREMENTS, MANUFACTURER - MANUFACTURER
8. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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. - 2238 11/03/84 WYATT,IN

A/C Reg. No. N704GX

Time (Lcl) - 1510 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 150/018 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MISHAWAKA,IN
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,ME LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 794	Last 24 Hrs	- 4
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	56	Last 90 Days-	58
Multi-Eng	- 12		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING GROUND REFERENCE MANEUVERS AT 800 FT AGL THE ENGINE POWER DROPPED FROM 2,500 TO 1,500 RPM. DURING THE FORCED LANDING ROLLOUT THE NOSE GEAR COLLAPSED WHEN IT CONTACTED A DIRT BANK. INVESTIGATION REVEALED THAT THE THROTTLE CONTROL ROD END BOLT BECAME DISCONNECTED. THE MISSING ATTACHMENT HARDWARE WAS NOT FOUND. THE ENGINE HAD BEEN INSTALLED ON THE ACFT 13.7 HRS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2238

11/03/84

WYATT, IN

A/C Reg. No. N704GX

Time (Lcl) - 1510 EST

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2341

6/30/84

WICHITA,KS

A/C Reg. No. N912RE

Time (Lcl) - 0700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - ROTEC RALLY SPORT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 42 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- 090/004 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
WICHITA,KS
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 - 32
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3246
Last 24 Hrs - 1
Make/Model- 350
Last 30 Days- 20
Instrument- 50
Last 90 Days- 60
Multi-Eng - 350

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT AFTER TAKEOFF AND CLIMB TO THE DOWNWIND LEG OF THE TRAFFIC PATTERN, HE REDUCED ENGINE PWR AND REVERSED COURSE. THE PILOT CONTINUED TO STATE THAT THE ENG STARTED LOSING PWR AND SUBSEQUENTLY FAILED. A FORCED LANDING WAS MADE IN A NEWLY CULTIVATED FIELD. DURING THE ROLLOUT THE ACFT NOSED OVER. EXAM OF THE ENG AFTER THE ACCIDENT REVEALED NO MECHANICAL MALFUNCTION. THE CARB ICING PROBABILITY CHART PUBLISHED BY THE FAA INDICATED A HIGH POSSIBILITY OF CARB ICE.

Brief of Accident (Continued)

File No. - 2341

6/30/84

WICHITA,KS

A/C Reg. No. N912RE

Time (Lcl) - 0700 CDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2364

8/10/84

BLOOM,KS

A/C Reg. No. N9841V

Time (Lcl) - 1643 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

Last Departure Point
DODGE CITY,KS
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 190/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2693
Make/Model- 1685
Instrument- 10
Multi-Eng - 51
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK TWO GUY WIRES DURING A SPRAYING OPERATION WHEN THE PLT FAILED TO CLEAR THE WIRES. OPERATORS HEARD THE IMPACT WHICH OCCURRED ABOUT 160 AGL & TOPPLED THE 310 FT TOWER. THE ACFT WINGS WERE SEPARATED FROM THE FUSELAGE WHICH CONTINUED TO THE WEST OF THE TOWER WHERE IT NOSED INTO THE GROUND. THE ENGINE SEPARATED AND THE FUEL TANK BEHIND THE ENGINE WAS FLATTENED. ACCORDING TO HIS STATEMENT, THE PLT DOES NOT REMEMBER ANY OF THE EVENTS LEADING TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2364

8/10/84

BLOOM,KS

A/C Reg. No. N9841V

Time (Lc1) - 1643 CDT

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

Finding(s)

1. OBJECT - GUY WIRE
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - 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. - 2275

8/25/84

LAWRENCE,KS

A/C Reg. No. N1915S

Time (Lcl) - 0945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - SHINDLER-SMILEY THE BLUE MAX
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 790
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-75-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 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- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GARDNER,KS
Destination
TOPEKA,KS

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-108

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 450	Last 24 Hrs - UNK/NR
Make/Model- 80	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 15
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLT, PLT NOTED RISING OIL TEMP AND DECREASING OIL PRESS, AND ELECTED TO MAKE A PRECUATIONARY LANDING IN OPEN ALFALFA FIELD. DURING LANDING FLARE, ACFT STALLED, RIGHT WING DROPPED THEN LEFT WING DROPPED TO GROUND CONTACT. ENGINE EXAM DISCLOSED NO FAILURES/MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2275

8/25/84

LAWRENCE,KS

A/C Reg. No. N1915S

Time (Lc1) - 0945 CDT

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

Finding(s)

1. UNDETERMINED
2. FLUID,OIL - OVERTEMPERATURE
3. FLUID,OIL - PRESSURE TOO LOW
4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

5. FLARE - IMPROPER - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2202 10/12/84 BEELER,KS

A/C Reg. No. N8366C

Time (Lcl) - 2230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew
NONE Pass

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 130/015 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

ULYSSES,KS

Destination

NESS CITY,KS

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 - 45

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 147

Make/Model- 147

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

AT 1805 CDT THE PILOT RECEIVED A WX BRIEF FOR THE FIRST LEG OF WHAT WAS INTENDED TO BE A ROUND TRIP FLIGHT. NO WX BRIEFING WAS OBTAINED FOR THE RETURN TRIP. DESPITE VMC AT THE NEAREST OBSERVATION FACILITY, WITNESSES REPORTED HAZE AND LOW CLOUDS AT THE TIME OF THE ACCIDENT. THE NON-INSTRUMENT RATED PILOT'S LOG INDICATED NO NIGHT TIME IN THE PRECEDING 6 MONTHS. EXAMINATION OF THE WRECKAGE REVEALED FLAPS EXTENDED ABOUT 25 DEGREES AND THE LDG LIGHT SWITCH "ON".

Brief of Accident (Continued)

File No. - 2202

10/12/84

BEELEER,KS

A/C Reg. No. N8366C

Time (Lc1) - 2230 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - HAZE
4. WEATHER CONDITION - CLOUDS
5. LIGHT CONDITION - NIGHT

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

Finding(s)

6. DESCENT - INTENTIONAL - PILOT IN COMMAND
7. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
9. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2220

7/22/84

HARLAN, KY

A/C Reg. No. N91725

Time (Lcl) - 1600 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	1	0	2
Accident Occurred During	-TAKEOFF				

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 182M
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-UNK/NR
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 150/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARLAN, KY
Destination
SANDWICH, IL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TUCKER-GUTHRIE MEM
Runway Ident - 08
Runway Lth/Wid - 2700 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 163
Make/Model- 82
Instrument- 10
Last 24 Hrs - 0
Last 30 Days- 9
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

AS THE ACFT ACCELERATED FOR TAKEOFF THE PILOT'S SEAT SLID AFT AND HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE ACFT WENT OFF THE LEFT SIDE OF THE RWY AND NOSED OVER WHEN IT ROLLED THROUGH HIGH GRASS. ACCORDING TO THE PILOT THE SEAT WAS LOCKED IN PLACE PRIOR TO TAXI. INVESTIGATORS VISUAL AND FUNCTIONAL CHECK OF THE SEAT REVEALED NO MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2220

7/22/84

HARLAN, KY

A/C Reg. No. N91725

Time (Lc1) - 1600 EDT

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

Finding(s)

1. FUSELAGE, SEAT - UNLOCKED
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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 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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2391

6/18/84

NEW IBERIA, LA

A/C Reg. No. N4942E

Time (Lcl) - 0815 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew

0

0

0

1

Pass

0

0

0

0

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

Make/Model - CESSNA A185F

Landing Gear - FLOAT

Max Gross Wt - 3350

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW IBERIA, LA

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3615

Make/Model- 1200

Instrument- 521

Multi-Eng - 2415

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DECELERATING AFTER LANDING ONE OF THE FLOATS CONTACTED A SUBMERGED OBJECT. DIRECTIONAL CONTROL WAS LOST, ACFT VEERED TO LEFT AND COLLIDED WITH A TREE ON THE BANK.

Brief of Accident (Continued)

File No. - 2391

6/18/84

NEW IBERIA, LA

A/C Reg. No. N4942E

Time (Lcl) - 0815 CDT

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

Finding(s)

1. AIRPORT FACILITIES - WATER, GLASSY
 2. AIRPORT FACILITIES - HIDDEN OBSTRUCTION(S)
 3. OBJECT - SUBMERGED OBJECT
-

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

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2321 11/10/84 GRAND CHENIER, LA A/C Reg. No. N441ST Time (Lcl) - 0900 CST

-----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 441
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 10

Eng Make/Model - GARRETT 331-8-401S
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 776 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- 220/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1900 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
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 - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

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

Age - 28
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOLD THE CAMERON PARRISH SHERIFF THAT HE WAS ATTEMPTING TO LAND THE AIRCRAFT AT A SMALL AGRICULTURAL LANDING STRIP AFTER ONE OF THE TWO ENGINES QUIT DUE TO FUEL STARVATION. THE PILOT STATED THAT THERE WAS NOTHING WRONG WITH THE AIRCRAFT EXCEPT THAT IT WAS OUT OF FUEL. THE SHERIFF PLACED BOTH OCCUPANTS OF THE AIRCRAFT UNDER ARREST FOR POSSESSION OF COCAINE.

Brief of Accident (Continued)

File No. - 2321

11/10/84

GRAND CHENIER, LA

A/C Reg. No. N441ST

Time (Lc1) - 0900 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. STOLEN AIRCRAFT/UNAUTHORIZED USE

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. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET

-----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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2331 6/23/84 ORANGE, MA A/C Reg. No. N32127 Time (Lcl) - 1200 EDT

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

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

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

Make/Model - WACO UPF-7	Eng Make/Model - CONTINENTAL W-670	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 220 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	ORANGE MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 14
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4064
SE LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 264
		Instrument- 166
		Multi-Eng - 194
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS GIVING LOCAL SIGHTSEEING FLIGHTS. HE INDICATED THAT A "WIDE" GENTLEMAN AND A "MODERATE" SIZE GENTLEMAN BOARDED THE ACFT. THE PLT MOVED THE THROTTLE TO ENSURE CLEARANCE BUT FOUND ONE OF THE PAX RESTRICTED THE MOVEMENT SLIGHTLY. THE PAX WAS REPOSITION AND THE PLT INITIATED THE FLIGHT. THE ACFT WOULD NOT ATTAIN FULL POWER AND THE PLT COULD NOT MOVE THE THROTTLE THRU ITS FULL RANGE OF TRAVEL. THE GRASS STRIP USED FOR TAKEOFF WAS ROUGH AND THE ACFT LIFTED OF PREMATURELY. THE PLT ABORTED THE TAKEOFF AND DURING THE GROUND ROLL HE USED THE BRAKES TO CONTROL THE ACFT ATTITUDE. THE ACFT ROLLED OVER A SLIGHT BUMP AND THE TAIL LIFTED CAUSING THE PLT TO SHIFT FORWARD ONTO THE BRAKES, WHICH AGGREGATED THE TAIL-HIGH ATTITUDE. THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2331

6/23/84

ORANGE, MA

A/C Reg. No. N32127

Time (Lc1) - 1200 EDT

Occurrence NOSE OVER

Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. THROTTLE/POWER LEVER, PUSH/PULL ROD - MOVEMENT RESTRICTED
 3. CONTROL INTERFERENCE - NOT CORRECTED - PILOT IN COMMAND
 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 6. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 7. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2274

7/14/84

GARDNER, MA

A/C Reg. No. N33290

Time (Lcl) - 1040 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

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

DESTROYED
Fire
ON GROUND

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

Make/Model - PIPER J4A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-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- 260/008 KTS
Visibility - 10.0 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
ORANGE, MA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs -	1
Make/Model-	66	Last 30 Days-	16
Instrument-	0	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

DURING CLIMBOUT, PLT NOTED SLIGHT PWR LOSS, APPLIED CARB HEAT & ENG REGAINED PWR. ON REMOVAL OF CARB HEAT, PWR LOSS (APRX 200 RPM) AGAIN OCCURRED. APPLICATION OF CARB HEAT AGAIN RESORTED PWR BUT PLT ELECTED TO TURN BACK TO FIELD AND LAND. DURING TURN, PLT BELIEVES A WIND GUST CAUSED THE LEFT WING TO DROP. PLT STATED TO WITNESS HE HAD FULL BACK STICK AND FULL AILERON CONTROL INPUTS BUT ACFT DID NOT RECOVER FROM LEFT WING DOWN, NOSE DOWN ATTITUDE BEFORE GROUND IMPACT. TEMP 85 DEGS, DEW POINT 65 DEGS, DENSITY ALT 3,000 FT. AUTOMOTIVE FUEL WAS BEING USED. ACFT WAS NEAR GROSS WEIGHT. ALT AT PWR LOSS WAS 200 FT AGL.

Brief of Accident (Continued)

File No. - 2274

7/14/84

GARDNER, MA

A/C Reg. No. N33290

Time (Lcl) - 1040 EDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2247

7/14/84

REHOBETH,MA

A/C Reg. No. N105CP

Time (Lcl) - 2250 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-OMNI FLIGHT AIRWAYS INC.	DESTROYED		Fatal		Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	2	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	0	0	0
Accident Occurred During	-LANDING							

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

Make/Model	- MBB BO-105C	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 5070	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 420 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	MARTHA'S VINEYD,MA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	WORCESTER,MA		MARTHAS VINEYARD	
Wind Dir/Speed	- 260/009 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	- TRAFFIC ADVISORY	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- HIGH VEGETATION
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

-----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	- 4728
NONE		Months Since	- 1	Make/Model	- UNK/NR
HELICOPTER		Aircraft Type	- BO-105	Instrument	- UNK/NR
				Multi-Eng	- UNK/NR
				Last 24 Hrs	- UNK/NR
				Last 30 Days	- UNK/NR
				Last 90 Days	- UNK/NR
				Rotorcraft	- 4728

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE MESSERSCHMITT-BLOHM-BOELKOW BO-105C WAS ON AN AIR AMBULANCE FLT WITH A PLT, 2 ADDITIONAL CREWMEMBERS (DOCTOR & NURSE) & A PASSENGER (PATIENT) ON BOARD. DURING FLT, THE PLT RADIOED THAT HE HAD LOST POWER IN 1 ENG, THEN ABOUT 14 SEC LATER, HE RADIOED THAT THE OTHER ENG HAD ALSO LOST POWER. DURING A FORCED LANDING/AUTOROTATION TO A ROAD AT NIGHT, THE HELICOPTER COLLIDED WITH POWER LINES & CRASHED. NO FUEL WAS FOUND IN THE RIGHT SUPPLY TANK & ONLY ABOUT 1 GAL OF FUEL WAS FOUND IN THE LEFT SUPPLY TANK. THE MAIN TANK HAD 15.4 GAL REMAINING, BUT THE RESPECTIVE FUEL BOOST PUMP SWITCHES WERE FOUND IN THE "OFF" POSITION. THE REAR MAIN FUEL TANK HAD ONLY SLIGHTLY OVER 1 GAL REMAINING. ALSO, AN ELECTRICAL WIRE IN THE LOW FUEL WARNING CIRCUIT WAS NOT CONNECTED. THE FUEL SUPPLY TO EACH ENG IS FROM THE FUEL SUPPLY TANKS, WHICH ARE INDEPENDENT OF EACH OTHER.

Brief of Accident (Continued)

File No. - 2247

7/14/84

REHOBETH,MA

A/C Reg. No. N105CP

Time (Lcl) - 2250 EDT

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

Finding(s)

1. WARNING SYSTEM(OTHER) - DISCONNECTED
2. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. LIGHT CONDITION - NIGHT
8. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2329 8/05/84 PLYMOUTH, MA A/C Reg. No. N2712H Time (Lcl) - 1530 EDT

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

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

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

Make/Model	- SCHWEIZER SGS 1-26E	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 525	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

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

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

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

Pilot-In-Command	Age - 31	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- NO	Total - 72
NONE	Months Since	- UNK/NR	Last 24 Hrs - 2
GLIDER	Aircraft Type	- UNK/NR	Make/Model - 12
			Instrument - 0
			Last 30 Days - UNK/NR
			Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHEN HE RELEASED HIS GLIDER AT 2500 FEET, SOARING CONDITIONS WERE GOOD. CONDITIONS DETERIORATED WHICH RESULTED IN NO LIFT AND ALTITUDE WAS INSUFFICIENT TO SAFELY RETURN TO THE DEPARTURE AIRPORT. THE PILOT ATTEMPTED TO LAND OFF THE AIRPORT AND THE WING TIP STRUCK A TREE.

Brief of Accident (Continued)

File No. - 2329

8/05/84

PLYMOUTH,MA

A/C Reg. No. N2712H

Time (Lc1) - 1530 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2367 5/19/84 ELKTON, MD

A/C Reg. No. N8323B

Time (Lcl) - 1805 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

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

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

Make/Model - CESSNA 172
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-90-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 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- 008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 20000 FT

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ELKTON, MD

Destination

LOCAL

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----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

Make/Model- 109

Instrument- 10

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FLOWN OVER THE FIELD AT LOW ALT IN AN ATTEMPT TO PICK UP AN AD BANNER. THE ACFT HAD DIVED IN A SHALLOW ANGLE FROM 300 FT TO PERFORM THE PICK-UP. THE BANNER WAS MISSED BY THE PLT WHO CLIMBED AWAY IN A STEEP ASCENT UNTIL HE ENTERED A HAMMERHEAD STALL TO THE LEFT. ACCORDING TO WITNESSES, THE ACFT THEN ENTERED A VERTICAL DESCENT INTO A CORN FIELD.

Brief of Accident (Continued)

File No. - 2367

5/19/84

ELKTON, MD

A/C Reg. No. N8323B

Time (Lc1) - 1805 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. MANEUVER - IMPROPER - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
6. PULL-UP - MISJUDGED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. STALL - UNCONTROLLED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2328 8/16/84 FAIRMONT, MD A/C Reg. No. N527Y Time (Lcl) - 0720 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
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 - CONTINENTAL W-670-6N
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 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 - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALISBURY, MD
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 12000 Last 24 Hrs - 10
Make/Model- 1900 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 250
Multi-Eng - 840 Rotorcraft - 8000

Instrument Rating(s) - NONE

-----Narrative-----

N527Y DEPARTED SALLISBURG, MD, ON A FLT TO SPRAY MESQUITOES. THE PILOT HAD DISPENCED APRX HALF THE LOAD OF CHEMICALS WHEN HE EXPERIENCED AN ENGINE FAILURE. HE EXECUTED AN EMERGENCY LANDING IN SWAMPY TERRAIN AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2328

8/16/84

FAIRMONT, MD

A/C Reg. No. N527Y

Time (Lcl) - 0720 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

-----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. - 2379

8/18/84

WHITE MARSH, MD

A/C Reg. No. N44325

Time (Lcl) - 0030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
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 - YES/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
NEW YORK, NY
Destination
WHITE MARSH, MD

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 102
Make/Model- 75
Instrument- 4
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESCENDED FOR APRX 7 MILES AT LOW POWER & SLOW RATE FOR THE LANDING AT WHITE MARSH ARPT. THE DESCENT STARTED AT 2800 FT & CONTINUED STRAIGHT IN TO RWY 27. AT ABOUT 200 YDS FROM THE RWY & AT 200 FT AGL THE PLT DECIDED HE NEEDED POWER TO LAND PROPERLY. AS THE THROTTLE WAS APPLIED THE ENG SPUTTERED & COUGHED, ACCORDING TO THE PLT, BEFORE QUITTING. THE PLT THEN TURNED THE ACFT TO THE LEFT TO LINE UP WITH I-95 SOUTH BOUND. A TRUCK INTERFERED WITH THE HIGHWAY LANDING & THE PLT BANKED THE ACFT TO THE RT TO LAND ON THE GRADED 40 FT WIDE SHOULDER OF THE INTERSTATE. THE ACFT HIT TREES & GROUND LOOPED TO A STOP. THE PLT STATED IN HIS REPORT THAT OVER PHILLIPS AFB HE NOTICED THAT THE FUEL GAGES WERE READING 5 GALS EACH & BOUNCING AROUND. HE SAID HE FELT THAT CARB ICE OR MAG FAILURE WERE CAUSAL, AND HE RAN OUT OF TIME TO GO THRU ANY EMERGENCY PROCEDURES (AS HE DID NOT BECOME AWARE OF A NEED FOR ACTION UNTIL THE APPLICATION OF THROTTLE AT 200 FT AGL ON FINAL APPROACH).

Brief of Accident (Continued)

File No. - 2379

8/18/84

WHITE MARSH, MD

A/C Reg. No. N44325

Time (Lc1) - 0030 EDT

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

Finding(s)

1. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. MANEUVER - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LIGHT CONDITION - NIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2262 7/02/84 NORTH LEBANNON, ME A/C Reg. No. N5568A Time (Lcl) - 2000 EDT

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

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

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

Make/Model - RAVEN RX 6	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 - 619	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SOUTH LEBANON, ME	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 230/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - 0
FREE BALLOON	Aircraft Type - N/A	Make/Model- 14
		Last 30 Days- 3
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT BALLOON PILOT WAS ON THIRD SUPERVISED SOLO FLT WITH HIS FLT INSTRUCTOR ACTING AS MEMBER OF THE CHASE CREW. PLT WAS CONTROLLING DESCENT WITH SHORT BURSTS OF PROPANE BURNER. GROUND CONTACT WAS HARD ENOUGH TO CAUSE THE BALLOON SKIRT TO CONTINUE DOWNWARD MOTION TO THE GROUND. AS ENVELOPE REBOUNDED THE GONDOLA FILLED WITH PROPANE WHICH IGNITED. INSTRUCTOR ASSISTED PLT IN EVACUATING AS BALLOON BECAME AIRBORNE, ASCENDED TO APRX 1500 FT WITH GONDOLA IN FLAMES AND EXPLODED.

Brief of Accident (Continued)

File No. - 2262

7/02/84

NORTH LEBANNON, ME

A/C Reg. No. N5568A

Time (Lc1) - 2000 EDT

Occurrence #1 HARD LANDING

Phase of Operation LANDING

1. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 FIRE/EXPLOSION

Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2261

7/21/84

BINGHAM, ME

A/C Reg. No. N5732P

Time (Lcl) - 1715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

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

GADABOUT GADDIS
Runway Ident - 16
Runway Lth/Wid - 2300
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
NONE

Age - 51
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 545	Last 24 Hrs - 2
Make/Model- 65	Last 30 Days- 5
Instrument- 5	Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT USED, ACCORDING TO VARIOUS ACCOUNTS, BETWEEN 1/2 AND 2/3 OF THE 2300 FT RUNWAY ON TAKE-OFF ROLL. NORMAL HANDBOOK TAKE-OFF RUN IS 750 FT. PASSENGERS STATED ACFT SKIPPED OFF AND TOUCHED BACK DOWN TWICE BEFORE FINALLY BECOMING AIRBORNE. ACFT ROLLED RIGHT THEN LEFT AND COLLIDED WITH TREES. FLAPS WERE FOUND FULL DOWN, FLAP HANDLE UP.

Brief of Accident (Continued)

File No. - 2261

7/21/84

BINGHAM, ME

A/C Reg. No. N5732P

Time (Lcl) - 1715 EDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - UNDETERMINED
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH

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.

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. - 2387 7/21/84 SEBOOMOOK LAKE, ME A/C Reg. No. N9276D Time (Lc1) - 1030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-18
Landing Gear - FLOAT
Max Gross Wt - 1625
No. of Seats - 1

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

ELT Installed/Activated - 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- 230/009 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKMAN, ME
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

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

Pilot-In-Command

Certificate(s)/Rating(s)

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

Age - 62

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 26388	Last 24 Hrs	- 2
Make/Model-	450	Last 30 Days-	UNK/NR
Instrument-	1676	Last 90 Days-	60
Multi-Eng	- 20580		

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS ON FINAL FOR A WATER LANDING WHEN A BIRD HIT THE WINDSCREEN ACCORDING TO THE PLTS STATEMENT. A WITNESS WHO OBSERVED A DARK OBJECT (THOUGHT TO BE A CORMORANT, SINCE SEVERAL WERE SEEN IN THE AREA BEFORE & AFTER THE ACCIDENT) SAID THE OBJECT FLOATED AWAY FROM THE ACFT WRECKAGE AFTER THE ACCIDENT. THERE WAS A LARGE HOLE IN THE WINDSCREEN AND CUTS OF THE PLTS FACE FROM FLYING GLASS AND THE EFFECT OF HIS GLASSES BEING FORCIBLY IMPACTED INTO HIS EYEBROWS. THE PLT HAS A VAGUE RECOLLECTION OF AN IMPACT AT APRX 50 FT AGL. WHEN HE REVIVED HE WAS IN THE WATER, HE SAID, AND AFTER RELEASING HIMSELF, HE MANAGED TO ESCAPE THROUGH THE DOOR FROM THE SUBMERGED, INVERTED ACFT. A MAN ON SHORE HAD HEARD THE ACFT CRASH AND CAME TO THE PLTS AID, GIVING HIM A RIDE TO SHORE IN A BOAT. THE PLT HAD MAINTAINED A HIGHER APCH TO MISS OBJECTS SEEN IN THE WATER.

Brief of Accident (Continued)

File No. - 2387

7/21/84

SEBOOMOOK LAKE, ME

A/C Reg. No. N9276D

Time (Lcl) - 1030 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH

Finding(s)

1. OBJECT - BIRD(S)
 2. REMEDIAL ACTION - NOT IDENTIFIED - PILOT IN COMMAND
 3. JUDGEMENT - INACCURATE - PILOT IN COMMAND
 4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - PENETRATED
-

-----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. - 2383 7/29/84 GILEAD, ME A/C Reg. No. N38402 Time (Lcl) - 1230 EDT

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

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

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

Make/Model - PIPER J58	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BETHEL, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 300/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 217
SE LAND	Months Since - UNK/NR	Make/Model- 4
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FORCED TO LAND ACCORDING TO THE PLT, AFTER A DOWNDRAFT AT LOW ALT & AIRSPEED CREATED A TRAP. THE PLT SAID THAT HE & A FRIEND WERE LOOKING FOR A FISHING SPOT, WHEN HE REALIZED THAT HE COULD NOT MAKE IT OVER THE TOP OF RISING TERRAIN AHEAD & COULD NOT TURN 180 DEGREES TO REVERSE HIS FLT PATH. A DECISION TO LAND STRAIGHT AHEAD WAS MADE. DURING THE LANDING THE ACFT WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2383

7/29/84

GILEAD, ME

A/C Reg. No. N38402

Time (Lc1) - 1230 EDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. MANEUVER - INADEQUATE - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
9. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2343

8/04/84

AUGUSTA, ME

A/C Reg. No. N56U

Time (Lcl) - 0731 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

Crew

Pass

NONE

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

Make/Model - ZAPPIA GABRIEL J QUICKIE-2

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1250

No. of Seats - 2

Eng Make/Model - REVMASER 07

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 40 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- UNK/NR

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LEWISTON, ME

Destination

AUGUSTA, ME

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AUGUSTA, ME

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

Age - 27

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 277

Make/Model- 87

Instrument- 45

Last 24 Hrs - 2

Last 30 Days- 7

Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE NOTICED HE WAS UNEXPECTEDLY LOW ON FUEL. AS HE APPROACHED THE AUGUSTA, MAINE AIRPORT. HE RADIOED THE AUGUSTA FSS AND TRANSMITTED THE FACT. SHORTLY THEREAFTER THE ENGINE QUIT AND THE PILOT EXECUTED AN EMERGENCY LANDING IN A WOODED AREA. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT A PLASTIC FUEL LINE FITTING ON THE ELECTRIC FUEL PUMP OUTLET WAS FOUND TO BE LOOSE. THERE WAS ALSO SIGNIFICANT FUEL STAINING FOUND IN THE VICINITY OF THE FUEL LINE FITTING.

Brief of Accident (Continued)

File No. - 2343

8/04/84

AUGUSTA, ME

A/C Reg. No. N56U

Time (Lcl) - 0731 EDT

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

Finding(s)

1. FUEL SYSTEM, LINE FITTING - LEAK
 2. FLUID, FUEL - EXHAUSTION
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2362 9/09/84 NORRIDGEWOCK, ME A/C Reg. No. N90G Time (Lcl) - 1200 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA C182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTNENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

NORRIDGEWOCK
Runway Ident - 15
Runway Lth/Wid - 4000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 195	Last 24 Hrs	- 1
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

A PARACHUTE BECAME ENTANGLED IN THE HORIZONTAL STABILIZER WHILE THE ACFT WAS MANEUVERING TO DROP THE PARACHUTISTS. THE ACFT MADE A HARD LANDING AFTER THE PARACHUTIST DISENGAGED FROM THE ACFT. THE ACFT STABILIZER SPAR WAS DAMAGED IN THE ENCOUNTER AND THE LACK OF ELEVATOR EFFECTIVENESS AFFECTED THE ABILITY OF THE PLT TO PROPERLY FLARE THE ACFT. THE NOSE GEAR FAILED DURING THE LANDING ATTEMPT. THE COWLING, PROP AND THE FUSELAGE WAS ALSO DAMAGED.

Brief of Accident (Continued)

File No. - 2362

9/09/84

NORRIDGEWOCK, ME

A/C Reg. No. N90G

Time (Lcl) - 1200 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. HORIZONTAL STABILIZER SURFACE - BENT
 2. FLIGHT CONTROL, ELEVATOR - MOVEMENT RESTRICTED
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 NOSE 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2268 8/01/84 HESSEL, MI A/C Reg. No. N94955 Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries:			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew 0
ON GROUND Pass 0

-----Aircraft Information-----

Make/Model - FAIRCHILD BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
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 - IMC

Wind Dir/Speed- 260/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
SAULT ST. MARIE, MI
Destination
ST. IGNACE, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 300	Last 24 Hrs	- UNK/NR
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT DEPARTED IN VFR CONDITIONS FOR SHORT X-COUNTRY FLT. NO WEATHER BRIEFING WAS OBTAINED. ON INITIAL ENCOUNTER WITH DETERIORATING CEILING AND VISIBILITY CONDITIONS, PLT REDUCED ALTITUDE IN ATTEMPT TO MAINTAIN GROUND REFERENCE. COURSE REVERSAL NOT INITIATED UNTIL GROUND REFERENCE LOST. PILOT CITED DISORIENTATION IN TURN AND STALL AS CAUSE OF LOSS OF CONTROL. WX REPORTED AT PELLSTON, MI, (30 MI S), WAS 3 MI VISIBILITY, 800 FT THIN BKN, 4000 FT OVC.

Brief of Accident (Continued)

File No. - 2268

8/01/84

HESSEL,MI

A/C Reg. No. N94955

Time (Lc1) - 1915 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

9. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
11. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2266

8/03/84

DETROIT, MI

A/C Reg. No. N700CB

Time (Lcl) - 0915 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BARD AIR CORP.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Accident Occurred During	-STANDING					None	2

-----Aircraft Information-----

Make/Model	- GULFSTREAM 690	Eng Make/Model	- AIRE TPE-331-5251K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9400	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 718 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	CLEVELAND, OH	DETROIT CITY
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision - FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - UNK/NR	Total - 7500
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 1210
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - 5000
		Last 24 Hrs - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 135
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON RIGHT ENGINE START THE RIGHT MAIN LANDING GEAR COLLAPSED. THE GEAR HANDLE WAS FOUND IN THE DOWN POSITION AFTER THE ACCIDENT. FUNCTIONAL AND BENCH CHECK OF THE ACTUATING COMPONENTS REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2266

8/03/84

DETROIT,MI

A/C Reg. No. N700CB

Time (Lc1) - 0915 EDT

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - 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. - 2309 8/04/84 GRAND HAVEN, MI A/C Reg. No. N3332 Time (Lcl) - 1620 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 - DAHLMAN BD4
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1900
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 250/006 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 7000 FT
Lowest Ceiling - 7000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OSHKOSH, WI
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

GRAND HAVEN MEM.
Runway Ident - 27
Runway Lth/Wid - 3750/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 256
Make/Model- 33
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INDICATED THAT HE OBSERVED THE WIND TEE INDICATING A WESTERLY WIND BUT DURING LANDING FLARE/ROLL, A GUSTY WIND FROM THE SOUTH CAUSED THE ACFT TO VEER TO THE RIGHT. THE ACFT VEERED OFF THE RUNWAY AND THE LEFT MAIN GEAR SEPARATED.

Brief of Accident (Continued)

File No. - 2309

8/04/84

GRAND HAVEN, MI

A/C Reg. No. N3332

Time (Lcl) - 1620 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2306 9/26/84 CLIO, MI A/C Reg. No. N6106K Time (Lcl) - 2110 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/004 KTS
Visibility - 14.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

CAGNEY
Runway Ident - 36
Runway Lth/Wid - 1800/ 100
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3741	Last 24 Hrs	- 3
Make/Model-	958	Last 30 Days-	UNK/NR
Instrument-	155	Last 90 Days-	147

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPORT CONSISTS OF THREE SOD STRIPS NONE OF WHICH CONTAINS RWY LIGHTS. THE CFI AND STUDENT DEPARTED THE ARPT FOR A LOCAL NIGHT FLIGHT. THE CFI STATED THAT UPON RETURNING TO THE ARPT HE CALLED THE ARPT OFFICE ON THE UNICOM FREQ AND REQUESTED THE NIGHT DISPATCHER TO DRIVE OUT AND ILLUMINATE THE APPROACH END OF THE RWY SO THAT HE COULD LAND. THE CFI CIRCLED THE ARPT AND SAW THE VEHICLE NEAR THE RWY WITH THE HEADLIGHTS POINTED IN THE DIRECTION OF LANDING. THE CFI CONTINUED TO STATE THAT THERE WERE NO GROUND FEATURES VISIBLE BECAUSE IT WAS DARK. THE ACFT TOUCHED DOWN NEAR THE ILLIMINATED AREA ON A NORTHERLY HEADING AND HE ASSUMED HE WAS ON RWY 36. SHORTLY AFTER TOUCHDOWN THE ACFT WENT INTO A SOYBEAN FIELD AND COLLIDED WITH A DITCH. AFTER THE ACCIDENT IT WAS DISCOVERED THAT THE DISPATCHER'S VEHICLE WAS NOT ILLUMINATING THE APPROACH END OF RWY 36 BUT INSTEAD WAS ILLUMINATING AN AREA NEAR THE INTERSECTION OF RWYS 21 AND 32.

Brief of Accident (Continued)

File No. - 2306

9/26/84

CLIO,MI

A/C Reg. No. N6106K

Time (Lc1) - 2110 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
2. PREFLIGHT PLANNING/PREPARATION - POOR - FLIGHT INSTRUCTOR(ON GROUND)
3. LIGHT CONDITION - DARK NIGHT
4. JUDGEMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
5. PROPER ASSISTANCE - MISJUDGED - FBO PERSONNEL
6. TERRAIN CONDITION - DITCH
7. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND(CFI)
8. IMPROPER USE OF FACILITY - PILOT IN COMMAND(CFI)
9. IMPROPER USE OF FACILITY, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

10. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 2366 10/13/84 SAINT CLOUD, MI A/C Reg. No. N5221H Time (Lcl) - 1110 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 1
Minor 0
0

None 0
0

-----Aircraft Information-----

Make/Model - PIPER PA-16
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1525
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 180/010 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
ANOKA, MN
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

HAVEN
Runway Ident - 33
Runway Lth/Wid - 200/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 570
Make/Model- 362
Instrument- 20
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HIS GROUND SPEED WAS TOO FAST DURING A LANDING DUE TO NO WIND. DURING THE GO-AROUND THE ACFT COLLIDED WITH TREE TOPS & CRASHED. THE PLT REPORTED THAT HE DELAYED HIS DECISION TO PERFORM A GO-AROUND.

Brief of Accident (Continued)

File No. - 2366

10/13/84

SAINT CLOUD, MI

A/C Reg. No. N5221H

Time (Lc1) - 1110 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2291

10/16/84

YPSILANTI,MI

A/C Reg. No. N278BC

Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CROSETTI GLASAIR - TD
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 090/005 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 20000 FT

Lowest Ceiling - 20000 FT BROKEN

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 - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WILLOW RUN

Runway Ident - 23R

Runway Lth/Wid - 6656/ 160

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- 54

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD JUST RETURNED FROM A FLT. ENGINE RUN-UP AND PRE-FLT CHECKS WERE NORMAL. ON INITIAL CLIMB, ENG LOST PWR TO EXTENT CONTINUED FLIGHT WAS NOT POSSIBLE. PLT EXECUTED FORCED LANDING IN AN OPEN FIELD. INSPECTION REVEALED A BIRD FEATHER LODGED AGAINST THE INDUCTION AIR SCOOP SCREEN. AFTER REMOVAL OF THE FEATHER, ENG RAN NORMALLY.

Brief of Accident (Continued)

File No. - 2291

10/16/84

YPSILANTI, MI

A/C Reg. No. N278BC

Time (Lc1) - 1900 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)
 2. FUEL SYSTEM, RAM AIR - FOREIGN OBJECT
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2267

6/20/84

WARREN,MN

A/C Reg. No. N9367K

Time (Lcl) - 1114 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -CLIMB

DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T188C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-T
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 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
WARREN,MN
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type of Approach/Landing - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA
FREE BALLOON

Age - 50

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 29700	Last 24 Hrs	- 5
Make/Model	- UNK/NR	Last 30 Days	- 125
Instrument	- UNK/NR	Last 90 Days	- 250
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N9367K WAS ON DEPARTURE AND CLIMBOUT TO AERIAL APPLICATION OPERATIONS. N6533K WAS ABOUT TO ENTER THE TRAFFIC PATTERN TO LAND AND RELOAD. MARKS ON RESPECTIVE AIRFRAMES INDICATE N9367K WAS ABOVE AND APPROACHING N6533K FROM THE LATTER'S FORWARD LEFT QUARTER; N6533K WAS BELOW AND APPROACHING N9367K FROM THE LATTER'S FORWARD RIGHT QUARTER WHEN THE COLLISION OCCURRED. WITNESSES NOTED NO EVASIVE ACTION BY EITHER AIRCRAFT. COLLISION OCCURRED ABOUT 500 FT AGL, 1 AND 1/2 MI FROM AIRPORT. BOTH ACFT SUSTAINED STRUCTURAL DAMAGE AND DESCENDED TO GROUND IMPACT IN UNCONTROLLED FLIGHT.

Brief of Accident (Continued)

File No. - 2267

6/20/84

WARREN,MN

A/C Reg. No. N9367K

Time (Lcl) - 1114 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. VISUAL SEPARATION - NOT ATTAINED - PILOT IN COMMAND
 4. VISUAL SEPARATION - NOT ATTAINED - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2267 6/20/84 WARREN,MN A/C Reg. No. N6533K Time (Lcl) - 1114 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT		Other 1	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R1340-ANI	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	WARREN,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 8427
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 20
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N9367K WAS ON DEPARTURE AND CLIMBOUT TO AERIAL APPLICATION OPERATIONS. N6533K WAS ABOUT TO ENTER THE TRAFFIC PATTERN TO LAND AND RELOAD. MARKS ON RESPECTIVE AIRFRAMES INDICATE N9367K WAS ABOVE AND APPROACHING N6533K FROM THE LATTER'S FORWARD LEFT QUARTER; N6533K WAS BELOW AND APPROACHING N9367K FROM THE LATTER'S FORWARD RIGHT QUARTER, WHEN THE COLLISION OCCURRED. WITNESSES NOTED NO EVASIVE ACTION BY EITHER AIRCRAFT. COLLISION OCCURRED ABOUT 500 FT AGL, 1 AND 1/2 MILES FROM AIRPORT. BOTH ACFT SUSTAINED STRUCTURAL DAMAGE AND DESCENDED TO GROUND IMPACT IN UNCONTROLLED FLIGHT.

Brief of Accident (Continued)

File No. - 2267

6/20/84

WARREN,MN

A/C Reg. No. N6533K

Time (Lcl) - 1114 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. VISUAL SEPARATION - NOT ATTAINED - PILOT IN COMMAND
 4. VISUAL SEPARATION - NOT ATTAINED - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2295

8/24/84

EDEN PRAIRIE, MN

A/C Reg. No. N1QR

Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	0
Pass 0	0	0	0
Other 0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - BEECHCRAFT V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
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 - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

FLYING CLOUD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 69
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 7500	Last 24 Hrs - 2
Make/Model- 6000	Last 30 Days- UNK/NR
Instrument- 500	Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED THAT AFTER OPERATING THE FUEL BOOST PUMP ON PRE-FLT, HE EXITED THE ACFT TO TURN THE PROP BY HAND. DURING A TELEPHONE INTERVIEW, HE STATED HE COULD NOT RECALL REMOVING THE IGNITION KEY. AFTER PULLING THE PROP THROUGH 1/4 TURN, THE ENG STARTED AND THE UNPILOTED ACFT TAXIED INTO A PARKED ACFT AND TWO VEHICLES. POST ACCIDENT INSPECTION OF THE IGNITION SYSTEM REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2295

8/24/84

EDEN PRAIRIE, MN

A/C Reg. No. N1QR

Time (Lcl) - 1100 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. STARTING PROCEDURE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

3. OBJECT - AIRCRAFT PARKED
4. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2243

9/05/84

CLEAR LAKE, MN

A/C Reg. No. N320RD

Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 320B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 5

Eng Make/Model - CONTINENTAL TS10-470-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
CLEAR LAKE, MN
Destination
ST. CLOUD, MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LEAKE CLEAR LAKE
Runway Ident - 36
Runway Lth/Wid - 300/ 100
Runway Surface - GRASS/TURF
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 31

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1250	Last 24 Hrs	- UNK/NR
Make/Model-	91	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	20
Multi-Eng	- 91		

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING MAINT ON AN AIR VENT THE MECHANIC FAILED TO SECURE THE MAP COMPARTMENT. THE ASS'Y INTERFERED WITH THE REARWARD MOVEMENT OF THE CONTROL YOKE ON ROTATION FOR TAKEOFF LIMITING THE CLIMB RATE AND RESULTING IN A COLLISION WITH THE TREES. THE FLT PROCEEDED TO IT'S DEST WITHOUT FURTHER INCIDENT. DURING THE LANDING FLARE AT 180 MPH THE NOSE DROPPED DESPITE FULL BACK STICK. THE ACFT LANDED HARD AND BOUNCED SEVERAL TIMES BEFORE ROLLING TO A STOP ON THE RWY.

Brief of Accident (Continued)

File No. - 2243

9/05/84

CLEAR LAKE, MN

A/C Reg. No. N320RD

Time (Lcl) - 1930 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLT CONTROL SYST, ELEVATOR CONTROL - BINDING(MECHANICAL)
4. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2308

9/21/84

LAKE ELMO, MN

A/C Reg. No. N25687

Time (Lc1) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

LAKE ELMO
Runway Ident - 13
Runway Lth/Wid - 2600/ 75
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 120/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

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 - 29

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	822	Last 24 Hrs -	0
Make/Model-	49		Last 30 Days-	0
Instrument-	3		Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT HE LANDED NEAR THE APPROACH END OF RUNWAY 13 AND "RIGHT SIDE OF AIRCRAFT COLLAPSED."
THE INVESTIGATION REVEALED THAT THE AIRCRAFT LANDED 50 FEET TO THE RIGHT SIDE OF RUNWAY 13. THE PILOT RECORDED ONLY A TOTAL OF 4 HOURS OF NIGHT TIME, 2 HOURS AS PIC.

Brief of Accident (Continued)

File No. - 2308

9/21/84

LAKE ELMO, MN

A/C Reg. No. N25687

Time (Lcl) - 2100 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 2303 6/28/84 GAINSVILLE,MO A/C Reg. No. N1530E 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 -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
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- 020/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GAINSVILLE,MO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BARTLET (PVT)
Runway Ident - 06
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000 Last 24 Hrs - 2
Make/Model- 38 Last 30 Days- 14
Instrument- 0 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS TAXIING THE AIRCRAFT BACK TO HIS HANGAR. UPON REACHING THE HANGAR HE MADE A 180 DEGREE TURN TO POSITION THE AIRCRAFT SO HE COULD PUSH IT BACKWARDS INTO THE HANGAR. DURING THE TURN THE LEFT WING IMPACTED A POLE.

Brief of Accident (Continued)

File No. - 2303

6/28/84

GAINSVILLE, MO

A/C Reg. No. N1530E

Time (Lc1) - 1630 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - UTILITY POLE(MARKED)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2209 7/03/84 BERNIE,MO

A/C Reg. No. N4796

Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN G164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P&W R1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - 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- 190/015 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BERNIE,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)

COMMERCIAL

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6200 Last 24 Hrs - 10

Make/Model- 3000 Last 30 Days- 150

Instrument- 0 Last 90 Days- 400

Instrument Rating(s) - NONE

-----Narrative-----

DESCENDING OUT OF THE PROCEDURE TURN INTO A SWATH RUN THE PLT WAS UNABLE TO LEVEL THE ACFT IN TIME TO AVOID FLYING INTO THE BEAN FIELD. THE ACFT NOSED OVER ON IMPACT AND CAUGHT FIRE. DENSITY ALTITUDE WAS ABOUT 2,800 FT. ACFT GROSS WEIGHT WAS APRX 5,500 POUNDS. THE PLT STATED THAT HE ENCOUNTERED A DOWNDRAFT.

Brief of Accident (Continued)

File No. - 2209

7/03/84

BERNIE,MO

A/C Reg. No. N4796

Time (Lcl) - 0900 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - DOWNDRAFT
 3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 4. LEVEL OFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation OTHER

Occurrence #3 FIRE
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2342 7/20/84 STEELE,MO A/C Reg. No. N48583 Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R1340AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	STEELE,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	STEEL MUNICIPAL
Wind Dir/Speed- 110/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3990/ 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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 722
SE LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 10
		Last 30 Days- 31
		Instrument- 97
		Last 90 Days- 73
		Multi-Eng - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER TAKEOFF, AT AN ALTITUDE OF 50 FT AGL HE REDUCED THE ENGINE POWER. SHORTLY THEREAFTER, THE ACFT STALLED AND TOUCHED DOWN ON THE RWY. HE STATED HE APPLIED EXCESSIVE BRAKE PRESSURE TO STOP THE ACFT AND IT NOSED OVER ON THE RWY.

Brief of Accident (Continued)

File No. - 2342

7/20/84

STEELE,MO

A/C Reg. No. N48583

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2360

9/01/84

MARSHALL, MO

A/C Reg. No. N16220

Time (Lc1) - 1140 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 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- 240/016 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
GREEN CITY, MO
Destination
MARSHALL, MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARSHALL MEM
Runway Ident - 17
Runway Lth/Wid - 3900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 200	Last 24 Hrs -	1
Make/Model-	200	Last 30 Days-	4
Instrument-	UNK/NR	Last 90 Days-	10
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENGINE LOST POWER WHILE DESCENDING AFTER 1 HR OF FLT. DURING THE ENSUEING FORCED LNDG THE PLT SAID HE CHANGED HIS SELECTION OF LANDING SITE BECAUSE OF AN AUTO ON THE SELECTED SITE (A HIGHWAY). THE ACFT WAS LANDED BESIDE THE ROAD & A COLLISION WITH A DIRT BANK RESULTED. THE PLT STATED THAT HE DID NOT CHECK THE FUEL QUANTITY BEFORE TAKEOFF BY VISUAL EXAM OF THE TANKS. HE SAID THAT THE FUEL GAGES INDICATED APRX 1/2 FULL AT PRE-FLT. THE ACFT HOLDS 26 GALLONS IN 2 WING TANKS. ONLY 22.5 GALLONS OF THE 26 IS USABLE. THE UNUSABLE FUEL IS THE INACCESSIBLE FUEL WHILE THE ACFT IS MANEUVERING. THE FAILURE OF POWER OCCURRED WHILE DESCENDING FROM 4100 FT TO 2100 FT MSL. POST ACCIDENT EXAM DID NOT DISCLOSE ANY EVIDENCE OF A PRE-IMPACT MALFUNCTION. THE WX CONDITIONS REPORTED AT THE TIME AND IN THE AREA OF THE ACCIDENT DEPICITS THAT THE ENGINE WAS OPERATING IN CARB ICING CONDITIONS. THE PLT DID NOT DESCRIBE HIS USE OF THE ENGINE CONTROLS, PRIOR TO OR DURING THE POWER LOSS, IN HIS WRITTEN REPORT OR INTERVIEW

Brief of Accident (Continued)

File No. - 2360

9/01/84

MARSHALL,MO

A/C Reg. No. N16220

Time (Lc1) - 1140 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. UNDETERMINED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. 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) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2355 11/02/84 SPRINGFIELD,MO A/C Reg. No. N44095 Time (Lcl) - 1835 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 130/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SPRINGFIELD REG.
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, ME SEA

Age - 60
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - DC-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 31300
Make/Model-	450
Instrument-	6350
Multi-Eng -	24000
Last 24 Hrs -	1
Last 30 Days-	21
Last 90 Days-	110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING, WHILE ON A DUAL INSTRUCTIONAL FLT. THE CFI SAID AFTER THE CLIMB TO CRUISE THE ENG BEGAN TO SLOW DWN. THE CFI TOOK CONTROL OF THE ACFT TO RETURN TO ARPT OF DEPARTURE. HE SAID THE VIBRATION WAS EXCESSIVE AS THE ENG CONTINUED TO LOSE RPM. THE ENG WAS SHUT DWN AFTER THE ACFT HAD DESCENDED FROM 3500 TO 700 FT AGL. THE CFI SAID AS THE TURN TO FINAL WAS MADE IT WAS APPARENT THAT THEY WOULD LAND SHORT OF THE RWY. THE ACFT WAS LANDED IN AN OPEN FIELD BUT IMPACTED TREES DURING THE ROLLOUT. POST ACC EXAM SHOWED THAT THE OIL LINES WERE THE ORIGINAL EQUIPMENT. THE ACFT SERVICE MANUAL STATES THAT THE OIL LINES SHOULD BE REPLACED AS REQUIRED, BUT NO LATER THAN 1000 HRS. THE ACFT LOG LISTS 5 ANNUALS AND ONE 100 HR INSP COMPLETED SINCE THE ACFT ACCUMULATED 1000 OPERATIONAL HRS. THE ACFT OIL COOLER'S INLET OIL LINE FAILED DURING THE TRANSITION FROM CLIMB TO CRUISE FLT. THE FAILURE RESULTED IN LOSS OF THE ENG'S OIL SUPPLY AND SUBSEQUENT ENG FAILURE.

Brief of Accident (Continued)

File No. - 2355

11/02/84

SPRINGFIELD,MO

A/C Reg. No. N44095

Time (Lc1) - 1835 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - LIFE EXPIRED
 2. MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
 3. ENGINE ASSEMBLY - FAILURE,PARTIAL
 4. FLUID,OIL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)
 7. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2259

6/22/84

SHELBY, MS

A/C Reg. No. N9931U

Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

SUBSTANTIAL

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

0

0

0

1

Accident Occurred During -TAKEOFF

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA T188C

Eng Make/Model - CONTINENTAL TS10-520-T

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3300

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Itinerary

Last Departure Point

Airport Proximity

ON AIRSTRIP

Method - N/A

Completeness - N/A

SAME AS ACC/INC

Destination

Airport Data

Basic Weather - VMC

SAME AS ACC/INC

Wind Dir/Speed- 045/010 KTS

ATC/Airspace

Runway Ident - N/A

Visibility - 7.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Type of Flight Plan - VFR

Runway Lth/Wid - N/A

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Surface - DIRT

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Runway Status - N/A

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)

COMMERCIAL

Current - YES

Total - 3800

Last 24 Hrs - 6

SE LAND

Months Since - 16

Make/Model- 2500

Last 30 Days- 30

Aircraft Type - C-172

Instrument- 15

Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS DEPARTING ON THE NINTH AERIAL APPLICATION FLT OF THE OPERATION. WEATHER HAD BEEN CLEAR BUT THUNDERSTORMS WERE BUILDING IN THE LOCAL AREA. ON TAKEOFF ROLL, A STRONG GUST FROM THE LEFT REAR CAUSED LOSS OF DIRECTIONAL CONTROL. ACFT VEERED LEFT AND COLLIDED WITH RICE LEVEE.

Brief of Accident (Continued)

File No. - 2259

6/22/84

SHELBY,MS

A/C Reg. No. N9931J

Time (Lc1) - 1600 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2249

7/20/84

GREENWOOD, MS

A/C Reg. No. N27JD

Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

ON GROUND

Crew

1

0

0

0

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC-1B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1930

No. of Seats - 2

Eng Make/Model - LYCOMING IO-540

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 260 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/005 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

SAME AS ACC/INC

Destination

GREENWOOD, MS

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

GLIDER

Age - 43

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 19458

Make/Model- 7

Instrument- 671

Multi-Eng - 2030

Last 24 Hrs - 6

Last 30 Days- 79

Last 90 Days- 189

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE ACFT BECOME AIRBORNE AND ACCELERATE LOW OVER THE RWY. AT THE END OF THE PRIVATE STRIP THE ACFT ENTERED A 30 TO 40 DEG NOSE HIGH ATTITUDE CLIMBING TO APRX 1,000 FT. THE ACFT THEN ROLLED RIGHT AS THE NOSE DROPPED AND CONTINUED TO ROLL UNTIL IMPACT. GROUND CONTACT OCCURRED IN ABOUT A 45 DEG NOSE DOWN AND 45 DEG LEFT WING DOWN ATTITUDE. POST CRASH FIRE CONSUMED MOST OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 2249

7/20/84

GREENWOOD,MS

A/C Reg. No. N27JD

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2388

11/07/84

HARMONY, NC

A/C Reg. No. N7723K

Time (Lcl) - 1105 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	2
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 180J

Eng Make/Model - CONTINENTAL O-470-S

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 6

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 360/013 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

MOCKSVILLE, NC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRSTRIP

Airport Data

PRIVATE AIRSTRIP

Runway Ident - UNK/NR

Runway Lth/Wid - 1600 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT BEING CHECKED IN A TAIL WHEEL EQUIPPED ACFT BY A CFI ON BOARD MADE 2 SUCCESSFUL LANDINGS. DURING THE 3RD LANDING ROLL, THE ACFT NOSED OVER. THE STUDENT SAID THAT HE APPLIED "HEAVY" BRAKING DURING AN ATTEMPTED DOWNSLOPE, SHORT FIELD LANDING ON A GRASS RWY. BOTH PLTS AGREED THAT FULL UP ELEVATOR WOULD NOT COUNTERACT THE BRAKING THAT WAS USED BY THE STUDENT PLT.

Brief of Accident (Continued)

File No. - 2388

11/07/84

HARMONY, NC

A/C Reg. No. N7723K

Time (Lc1) - 1105 EST

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - EXCESSIVE - DUAL STUDENT

2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2375

11/08/84

WILLISTON,ND

A/C Reg. No. N5831T

Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 185C
Landing Gear - FLOAT
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 020/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
GREAT FALLS,MT

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 - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1614	Last 24 Hrs	- UNK/NR
Make/Model	- 1396	Last 30 Days	- UNK/NR
Instrument	- 35	Last 90 Days	- 34
Multi-Eng	- 24		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A BRIDGE DURING AN ABORTED TAKEOFF AFTER FAILING TO GET AIRBORNE. THE PLT ABORTED THE TAKEOFF BUT THE ACFT FAILED TO STOP IN TIME TO AVOID A COLLISION WITH A RAILROAD BRIDGE ABUTMENT MADE OF CONCRETE. THE PLT STATED THAT THE ACFT HAD BEEN SUBJECTED TO SUB-FREEZING TEMPS WITH WATER INSIDE THE PONTOONS. THE SWELLING FROM THE FREEZING WATER (ICE) COMPROMISED THE FLOATS WHICH DEVELOPED LEAKS OF SEVERE NATURE; ENOUGH TO ALLOW THE ACFT TO SINK IN AN EST TWO HOURS. THE REASON THE ACFT DID NOT SINK WHEN LEFT UNATTENDED FOR 2 WKS WAS BECAUSE IT WAS AGROUND. WHEN THE PLT PUMPED THE WATER (NO ICE INSIDE ACCORDING TO HIM) OUT AND LAUNCHED THE ACFT HE MADE NO FURTHER PRE-FLT CHECKS BUT IMMEDIATELY STARTED A TAKEOFF TAXI.

Brief of Accident (Continued)

File No. - 2375

11/08/84

WILLISTON,ND

A/C Reg. No. N5831T

Time (Lc1) - 1045 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR,FLOAT ASSEMBLY - BUCKLED
2. LANDING GEAR,FLOAT ASSEMBLY - LEAK
3. LANDING GEAR,FLOAT ASSEMBLY - PREVIOUS DAMAGE
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. ABORTED TAKEOFF - DELAYED - 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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2219 6/24/84 NEBRASKA CITY, NE A/C Reg. No. N22732 Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAXI		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<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- 250/005 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 NEBRASKA CITY, NE</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 - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data GRUNDMAN</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8070</p> <p>Make/Model- 1200</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 4</p> <p>Last 90 Days- 30</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

UNABLE TO START THE ENGINE WITH THE ELECTRICAL STARTER THE PILOT ELECTED TO PULL THE PROPELLER THROUGH BY HAND. WITH THE MAGNETO SWITCH "OFF" AND A 2X6 INCH BOARD IN FRONT OF ONE MAIN LANDING GEAR TIRE THE ENGINE STARTED WHEN THE PROPELLER WAS ROTATED. THE ACFT JUMPED THE BOARD AND TAXIED UNMANNED INTO A BUILDING AND A TRAILER. MAINTENANCE PERSONNEL REPORTED FINDING A LOOSE GROUND WIRE ON THE RIGHT MAGNETO.

Brief of Accident (Continued)

File No. - 2219

6/24/84

NEBRASKA CITY, NE

A/C Reg. No. N22732

Time (Lcl) - 1530 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL
4. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2244

7/13/84

BRULE,NE

A/C Reg. No. N6825K

Time (Lcl) - 1042 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B

Eng Make/Model - P&W R1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 6075

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/022 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 27000 FT

Lowest Ceiling - 27000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BIG SPRINGS,NE

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 - 46

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 2265

Last 24 Hrs - 5

SE LAND

Months Since - 2

Make/Model- 865

Last 30 Days- 120

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, DURING THE SWATH RUN THE LEFT WING DROPPED AND THE ACFT FLEW INTO THE CORN FIELD. DENSITY ALTITUDE WAS APRX 5,200 FT.

Brief of Accident (Continued)

File No. - 2244

7/13/84

BRULE,NE

A/C Reg. No. N6825K

Time (Lc1) - 1042 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2278

8/31/84

BRIDGEPORT, NE

A/C Reg. No. N9726S

Time (Lc1) - 1755 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	Pass 0	0	0	2

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH BE 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WHITE RIVER, SD

Airport Proximity
ON AIRPORT

Airport Data

BRIDGEPORT MUNI
Runway Ident - 28
Runway Lth/Wid - 2800/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 040/008 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 50

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - BE 58

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3711	Last 24 Hrs	- 2
Make/Model	- 566	Last 30 Days	- 12
Instrument	- 324	Last 90 Days	- 37
Multi-Eng	- 1182		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT INITIATED TAKE-OFF FROM ROUGH, 2800 FT SOD STRIP IN LIGHT WIND CONDITIONS AND KNOWN HIGH DENSITY ALT SITUATION. SLIGHT BACK YOKE PRESSURE WAS BEING USED DURING TAKEOFF ROLL TO MODERATE EFFECT OF ROUGH SURFACE ON NOSE GEAR. ADDITIONAL BACK PRESSURE WAS APPLIED, THE ACFT BECAME AIRBORNE BELOW MIN STEADY FLT CONTROL SPEED AND RIGHT WING DROPPED. THE PLT LOWERED THE NOSE TO RE-LAND THE ACFT BUT TOUCHED DOWN IN A SKID. GEAR COLLAPSED DUE TO SIDE LOADS AND ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 2278

8/31/84

BRIDGEPORT,NE

A/C Reg. No. N9726S

Time (Lc1) - 1755 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. ELEVATOR - EXCESSIVE - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. AIRSPEED(VSO) - NOT ATTAINED - PILOT IN COMMAND
6. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

7. LANDING GEAR,NOSE GEAR - OVERLOAD
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,8,9

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. - 2385

8/03/84

MOULTONBORO, NH

A/C Reg. No. N2002T

Time (Lc1) - 1255 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - TEAL TSC 1A
Landing Gear - AMPHIBIAN
Max Gross Wt - 1900
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A3B
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- 320/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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

MOULTONBORO
Runway Ident - 20
Runway Lth/Wid - 3600/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 513	Last 24 Hrs -	0
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK THE TAIL OF AN ACFT AS IT WAS BEGINNING TO PROCEED IN A GO-AROUND. THE PLT SAID HE WAS UNAWARE OF THE COLLISION WITH THE PARKED ACFT UNTIL THE SUBSEQUENT LANDING. THE COLLISION WAS THE RESULT OF THE ACFT IN FLT DRIFTING DOWNWIND OFF THE RWY CENTERLINE TO A POINT WHERE THE COLLISION OF THE ACFT WING TIP WITH THE PARKED ACFT TAIL OCCURRED.

Brief of Accident (Continued)

File No. - 2385

8/03/84

MOULTONBORO,NH

A/C Reg. No. N2002T

Time (Lc1) - 1255 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2386 8/19/84 CLAREMONT, NH A/C Reg. No. N63351 Time (Lcl) - 1620 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-TAKEOFF	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 180M	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</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;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">CLAREMONT</p> <p>Runway Ident - 11</p> <p>Runway Lth/Wid - 3100/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 22</p> <p>Make/Model- 22</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 1</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER A DUAL INSTRUCTIONAL FLT, PRACTICING LANDINGS, THE STUDENT TOOKOFF ON A SOLO FLT. HE MADE 2 TAKEOFFS & LANDINGS WITHOUT INCIDENT. ON HIS 3RD TAKEOFF, THE ACFT BEGAN DRIFTING TO THE LEFT. THE STUDENT SAID HE APPLIED RIGHT RUDDER TO CORRECT THE SITUATION, BUT HE DID NOT COUNTER THE DRIFT. THEREFORE, HE ABORTED THE TAKEOFF, HOWEVER, THE ACFT CONTINUED OFF THE SIDE OF THE RWY & HIT A PA-28, N9955W.

Brief of Accident (Continued)

File No. - 2386

8/19/84

CLAREMONT, NH

A/C Reg. No. N63351

Time (Lc1) - 1620 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
5. OBJECT - RUNWAY LIGHT
6. OBJECT - AIRCRAFT PARKED

-----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) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2371 6/10/84 ATLANTIC CITY,NJ A/C Reg. No. N9914S Time (Lcl) - 2148 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage

NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	1	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-AB6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
NORTHEAST PHILA,PA
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

ATLANTIC-CITY,BADER FIELD
Runway Ident - 11
Runway Lth/Wid - 2950/ 100
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 - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 386
Last 24 Hrs - 1
Make/Model- 253
Last 30 Days- UNK/NR
Instrument- 7
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT TO ATLANTIC-CITY-BADER FIELD WAS UNEVENTFUL, EXCEPT THE ACFT TOUCHED DOWN HARD DURING THE LANDING. THE PLT TAXIED TO THE TERMINAL & PARKED WITH THE EXIT DOOR FACING THE TERMINAL. HE ELECTED NOT TO SHUT DOWN THE ENG SINCE HE INTENDED TO IMMEDIATELY TAKEOFF AGAIN. THE PLT TOLD THE PASSENGERS TO DEPLANE THRU THE REAR DOOR & GO DIRECTLY TO THE TERMINAL, EXCEPT HE ASKED 1 PASSENGER (HIS FUTURE FATHER-IN-LAW, A PREVIOUS MILITARY AVIATOR) TO CIRCLE AROUND IN FRONT OF THE ACFT TO LOOK AT THE LANDING GEAR. DUE TO THE HARD LANDING, THE PLT WANTED HIM TO MAKE SURE THE GEAR WERE STRAIGHT UP & DOWN. THE PLT CAUTIONED THE PASSENGER TO STAY WELL CLEAR OF THE PROP, AT LEAST 25 FT. THE PASSENGER CIRCLED IN FRONT, CHECKED THE GEAR, THEN WALKED TO WAVE HIM BACK, BUT TO NO AVAIL. AFTER A HANDSHAKE (THRU THE SMALL PLT'S WINDOW) THE PASSENGER TURNED & WALKED INTO THE PROP.

Brief of Accident (Continued)

File No. - 2371

6/10/84

ATLANTIC CITY, NJ

A/C Reg. No. N9914S

Time (Lc1) - 2148 EDT

Occurrence

PROPELLER/ROTOR CONTACT

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
 2. SAFETY ADVISORY - NOT FOLLOWED - PASSENGER
-

-----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. - 2363 8/14/84 NEWARK, NJ A/C Reg. No. N5338C Time (Lcl) - 2300 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-JET COURIER SERVICE	NONE		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-STANDING		Other	0	1	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 310II	Eng Make/Model	- CONTINENTAL IO-520-MB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	WINDSOR-LOCKS, CT		NEWARK	
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- UNK/NR	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 2210
ME LAND	Months Since - 1	Make/Model	- 165
	Aircraft Type - UNK/NR	Instrument	- 762
		Multi-Eng	- 535
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN UNEMPLOYED PERSON WAS TRYING TO HELP LOAD AN ACFT. IN NOTICING THAT A BILL OF LADEN HAD BEEN LEFT OFF THE CARGO HE RAN TOWARD THE ACFT WHICH HAD, BY THIS TIME, STARTED ENGINES. THE PLT SAID HE SAW THE RUNNING MAN AND SHOVED THE MIXTURES TO CUT OFF THE ENGINES, BUT THE PROPS DID NOT STOP IN TIME TO AVOID INJURY TO THE MAN. AFTER THE PROP HIT THE MANS RIGHT SHOULDER, ARM & HAND HE STUMBLED ABOUT 35 FT AWAY FROM THE ACFT & FELL TO THE RAMP.

Brief of Accident (Continued)

File No. - 2363

8/14/84

NEWARK,NJ

A/C Reg. No. N5338C

Time (Lc1) - 2300 EDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PROPER ASSISTANCE - INADEQUATE - UNQUALIFIED PERSON
 2. IMPROPER DECISION, INADEQUATE TRAINING - OTHER PERSONNEL
 3. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - OTHER PERSONNEL
 4. IMPROPER DECISION, COMPANY-INDUCED PRESSURE - OTHER PERSONNEL
-

----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. - 2378 8/20/84 CALDWELL, NJ A/C Reg. No. N4314L Time (Lcl) - 1445 EDT

-----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	2
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALMABLE</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>ESSEX COUNTY</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 4553/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - NO</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> <table border="0" style="width: 100%;"> <tr> <td>Total - 115</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 21</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 7</td> <td>Last 90 Days- 4</td> </tr> </table>	Total - 115	Last 24 Hrs - 0	Make/Model- 21	Last 30 Days- UNK/NR	Instrument- 7	Last 90 Days- 4
Total - 115	Last 24 Hrs - 0							
Make/Model- 21	Last 30 Days- UNK/NR							
Instrument- 7	Last 90 Days- 4							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HIT THE SURFACE OF THE WATER DURING A LOW PASS WHICH WAS DESCRIBED BY A WITNESS AS 10-30 FT AGL & DONE IN A SERIES OF PASSES WITH "WINGS WOBBLING" UNTIL THE PASS THAT DAMAGED THE GEAR & WING CAUSING THE PLT & ACFT TO DEPART THE AREA. UPON RETURNING TO DEPARTURE ARPT THE ACFT WAS LANDING & THE NOSE GEAR & RT MAIN GEAR COLLAPSED. PRIOR TO LANDING THE GEAR STRUT WAS PROTRUDING THRU THE TOP OF THE RT WING GIVING THE PLT A VISUAL CLUE OF THE DAMAGE TO THE ACFT'S UNDERCARRIAGE. AFTER THE GEAR FINISHED COLLAPSING ON THE RWY, THE ACFT SKIDDED OFF THE SIDE FURTHER DAMAGING THE RT WING, RT GEAR, RT FLAP, PROP, NOSE GEAR AND COWLING.

Brief of Accident (Continued)

File No. - 2378

8/20/84

CALDWELL,NJ

A/C Reg. No. N4314L

Time (Lc1) - 1445 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
6. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
7. LANDING GEAR,MAIN GEAR - OVERLOAD
8. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,9,10

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2358

3/11/84

QUESTA,NM

A/C Reg. No. N1111Q

Time (Lcl) - 1700 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	2	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 310H
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2200 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GUNNISON,CO
Destination
CONROE,TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND

Age - 52

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 5200	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN AT THE 12500 FT LEVEL. THE SUMMIT WAS ABOUT 200 FT ABOVE THE CRASH SITE. A FRIEND OF THE PLT WAS INTERVIEWED BY THE IIC FROM NTSB. THIS FRIEND WAS THE HOST OF THE 3 ACCIDENT VICTIMS FOR THE WEEKEND AT HIS GUNNISON RANCH. THE HOST, BECAUSE HE WAS A PLT ASKED THE GUEST PLT TO POSTPONE THE FLT. THE HOST WAS ASSURED THAT IF THE WX CONDITIONS WERE NOT GOOD THE FLT WOULD RETURN TO THE RANCH. THE GUEST PLT WAS DESCRIBED BY THE HOST AS BEING "THE BEST PASTURE PLT I EVER KNEW." HE ALSO STATED THE PLT HATED TO USE THE RADIO, NEVER FILED A FLT PLAN AND WAS NOT VERSED IN OMNI. OMNI IS SLANG FOR VOR NAVIGATION OR VERY HIGH FREQUENCY OMNIDIRECTIONAL RADIO RANGE. THE PLT HAD BEEN ADVISED BY FSS SPECIALISTS THAT VFR FLT WAS NOT RECOMMENDED ALONG HIS PLANNED ROUTE BECAUSE OF ICING LEVELS & MOUNTAIN OBSCURATION. THE PLT CHOSE TO GO ANYWAY AND DEPARTED WITHOUT FILING A FLT PLAN.

Brief of Accident (Continued)

File No. - 2358

3/11/84

QUESTA,NM

A/C Reg. No. N1111Q

Time (Lcl) - 1700 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - TURBULENCE
4. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
10. CLEARANCE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2236 5/26/84 EDGEWOOD, NM A/C Reg. No. N48032 Time (Lcl) - 1210 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - DEMO	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	1	1	0	0
Accident Occurred During -MANEUVERING		1	0	0	0

-----Aircraft Information-----

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1102	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	EDGEWOOD, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NEW MEXICO SOARING RANCH
Wind Dir/Speed- 210/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5280/ 400
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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)
COMMERCIAL	Current - YES	Total - 3224
SE LAND, ME LAND	Months Since - 6	Make/Model- 4
GLIDER	Aircraft Type - C-180	Instrument- 313
		Last 24 Hrs - UNK/NR
		Last 30 Days- 15
		Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THAT THE ACFT APPEARED TO BE TOO HIGH, TOO FAST, AND IN A CRAB AS IT APPROACHED THE RWY. OVER THE RWY THE GLIDER WAS OBSERVED TO ROLL INTO A RIGHT TURN AS THE NOSE CAME UP. SHORTLY THEREAFTER THE RIGHT WING STRUCK 3 PARKED ACFT AND COLLIDED WITH THE TERRAIN. DURING AN INTERVIEW ON THE EVENING OF THE ACCIDENT THE PILOT STATED THAT DUE TO A HIGH FAST APCH HE ATTEMPTED A RIGHT 270 DEGREE TURN IN ORDER TO LAND TO THE NORTH, JUST PRIOR TO THE ACCIDENT. IN A WRITTEN STATEMENT SUBMITTED ON 6-25-84 THE PILOT REFERS TO CONTROL INPUTS FROM THE PASSENGER IN THE FRONT SEAT CAUSING THE ABNORMAL APPROACH AND AN UNCOMMANDED NOSE HIGH ATTITUDE JUST BEFORE COLLISION WITH THE PARKED GLIDER. THE PILOTS LOGS REFLECT 3 HRS IN THIS MAKE AND MODEL GLIDER. HE STATED THAT HE HAD FLOWN SIMILIAR GLIDERS IN THE LATE 1960'S AND HAD ABOUT 3.5 TOTAL HRS IN THE ACFT. HE FURTHER REPORTED TO INVESTIGATORS THAT HE WAS USED TO FLYING ANOTHER GLIDER IN WHICH 90 DEGREE FLAPS ALLOWED STEEPER APPROACHES AND MORE RAPID DESCENTS.

Brief of Accident (Continued)

File No. - 2236

5/26/84

EDGEWOOD,NM

A/C Reg. No. N48032

Time (Lcl) - 1210 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. CLEARANCE - MISJUDGED - PILOT IN COMMAND
7. OBJECT - AIRCRAFT PARKED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

8. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2283 10/08/84 ALBUQUERQUE,NM A/C Reg. No. N47DP Time (Lc1) - 0825 MDT

-----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	-APPROACH	IN FLIGHT	Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- PICCARD AX6W	Eng Make/Model	- N/A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/008 KTS</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - 9000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ALBUQUERQUE,NM</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data ALBUQUERQUE INT'L</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>NONE</p> <p>FREE BALLOON</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 369</p> <p>Make/Model- 369</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-----

PLT STATED HE OBSERVED THE WIRE ABOUT 3 SECS BEFORE COLLISION. ELECTRICAL SHORT CIRCUIT SEVERED LOAD CABLES TO BASKET, WHICH FELL TO THE GROUND, CAUSING PERSONNEL INJURIES. BALLOON ENVELOPE DRIFTED AWAY, FINALLY COMING TO REST 150 MI FROM ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2283

10/08/84

ALBUQUERQUE,NM

A/C Reg. No. N47DP

Time (Lc1) - 0825 MDT

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. OBJECT - WIRE,TRANSMISSION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2217 9/15/84 AUSTIN,NV

A/C Reg. No. N1949U

Time (Lcl) - 1220 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC

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 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA T206
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-C
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 - FSS
Method - UNK/NR
Completeness - FULL
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
MARANA,AZ
Destination
BATTLE MOUNTAIN,NV

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NONE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	219
Last 24 Hrs	5
Last 30 Days	UNK/NR
Last 90 Days	62

Instrument Rating(s) - NONE

-----Narrative-----

PERSONNEL EMPLOYED BY THE OPERATOR STATED THAT THE PILOT FLEW THE ACFT FOR 1.8 HOURS THE NIGHT BEFORE THE ACCIDENT. WITHOUT REFUELING, THE PLT FLEW FOR 3.6 HOURS WHEN THE ENGINE FAILED DUE TO FUEL EXHAUSTION. DURING THE FORCED LANDING ROLL THE ACFT TRAVELED ACROSS A ROAD AND INTO A DITCH.

Brief of Accident (Continued)

File No. - 2217

9/15/84

AUSTIN, NV

A/C Reg. No. N1949U

Time (Lc1) - 1220 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----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. - 2204 10/02/84 AUSTIN,NV

A/C Reg. No. N1842R

Time (Lcl) - 0815 PDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-DESERT FLYING SERVICE	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	1	0	0	0	
Flight Conducted Under	-14 CFR 135	NONE	Pass	2	0	0	0	
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- CESSNA R182	Eng Make/Model	- LYCOMING O-540-J3C5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	RENO,NV			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- UNK/NR	EUREKA,NV		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR			Runway Lth/Wid	- N/A
Visibility	- UNK/NR	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- NONE	Runway Status	- N/A
Lowest Ceiling	- OBSCURED	Type of Clearance	- NONE		
Obstructions to Vision	- FOG	Type Apch/Lndg	- NONE		
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 661	Last 24 Hrs - 3
SE LAND	Months Since - 3	Make/Model - 47	Last 30 Days - UNK/NR
	Aircraft Type - C-182	Instrument - 55	Last 90 Days - 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DETERIORATING WX WAS ENCOUNTERED AS THE PLT FOLLOWED A HIGHWAY TO HIS DEST ON AN EASTERLY HEADING. ON SCENE EVIDENCE INDICATED THAT THE ACFT IMPACTED LEFT WING TIP FIRST ON A NORTHERLY HEADING NEAR THE EAST END OF A BOX CANYON. THE IMPACT FLIGHT PATH ANGLE WAS ESTIMATED TO BE 25 TO 30 DEGREES DOWN. THE BOX CANYON IN WHICH THE ACCIDENT OCCURRED WAS 8 MI SOUTH OF THE HIGHWAY. LANDER COUNTY OFFICIALS IN AUSTIN OBSERVED THE WX TO BE OBSCURED WITH FOG.

Brief of Accident (Continued)

File No. - 2204

10/02/84

AUSTIN, NV

A/C Reg. No. N1842R

Time (Lcl) - 0815 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 4. WEATHER CONDITION - FOG
 5. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL / INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2241 10/10/84 LAS VEGAS,NV A/C Reg. No. N9661A Time (Lcl) - 1140 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal

0
0

Injuries

Serious

0
0

Minor

0
0

None

1
1

-----Aircraft Information-----

Make/Model - CESSNA 140A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 060/004 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAS VEGAS,NV

Destination

SANTA ANA,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

MC CARRAN

Runway Ident - 19L

Runway Lth/Wid - 9777 -UNK/NR

Runway Surface - CONCRETE

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 47

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 141 Last 24 Hrs - 3

Make/Model- 102 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT HE WAS UNABLE TO RAISE THE TAIL OF THE ACFT DURING THE TAKEOFF AND DIRECTIONAL CONTROL COULD NOT BE MAINTAINED. THE PLT MADE A HARD LANDING IN THE ACFT ON THE DAY BEFORE THE THE ACCIDENT. INVESTIGATORS DID NOT ANY FLIGHT CONTROL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2241

10/10/84

LAS VEGAS,NV

A/C Reg. No. N9661A

Time (Lc1) - 1140 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - GROUND

-----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. - 2257 2/20/84 LEXINGTON, NY A/C Reg. No. N9335J Time (Lcl) - 1838 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	BENNINGTON, VT	
Completeness	- PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather	- VMC	TETERBORO, NY	
Wind Dir/Speed	- 270/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 3.000 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 1000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- FREEZING RAIN		
Condition of Light	- NIGHT(BRIGHT)		

-----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	- 1400
SE LAND, SE SEA	Months Since - 2	Make/Model	- 185
	Aircraft Type - PA-28R	Instrument	- 122
		Multi-Eng	- 12
		Last 24 Hrs	- 7
		Last 30 Days	- 0
		Last 90 Days	- 73

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WEATHER BRIEFING FORECAST LOW CEILINGS, MOUNTAINS OBSCURED AND LGT TO MOD TURBULENCE. VFR NOT RECOMMENDED. PLT FILED NO FLT PLAN. PLT REPORTED THAT AN ENCOUNTER WITH TURBULENCE CAUSED A LOSS OF CONTROL AND COLLISION WITH TERRAIN DURING THE RECOVERY. WITNESS OBSERVED THE ACFT IN LEVEL FLT FLYING IN AND OUT OF CLOUDS AFTER WHICH IT MADE A SHALLOW LEFT TURN TOWARD THE MOUNTAIN FOLLOWED BY SOUNDS OF IMPACT. THE PLT REPORTED REPORTED BEING AT 2000 FT APRX 20 MI WEST OF PROPOSED ROUTE.

Brief of Accident (Continued)

File No. - 2257

2/20/84

LEXINGTON, NY

A/C Reg. No. N9335J

Time (Lc1) - 1838 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 4. BECAME LOST/DISORIENTED
 5. WEATHER CONDITION - LOW CEILING
 6. WEATHER CONDITION - OBSCURATION
 7. WEATHER CONDITION - TURBULENCE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2330 8/19/84 FISHERS ISLAND,NY A/C Reg. No. N6666C Time (Lcl) - 1125 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	2	2
				0	0	0	0

-----Aircraft Information-----

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 7500	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 375 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	WEST HAMPTON,NY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SOUTH HAMPTON,NY		ELIZABETH FIELD	
Wind Dir/Speed-	090/005 KTS	ATC/Airspace		Runway Ident	- 07
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2054/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision-	NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 9703	Last 24 Hrs - 4
SE LAND	Months Since - 4	Make/Model- 230	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 976	Last 90 Days- 120
		Multi-Eng - 5910	Rotorcraft - 287

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CERTIFIED FLT INSTRUCTOR (CFI) STATED THAT HE WAS TEACHING HIS STUDENT AUTOROTATION'S TO TOUCHDOWN. HE CONTINUED TO STATE THAT HIS STUDENT APPLIED TOO MUCH LEFT PEDAL JUST PRIOR TO TOUCHDOWN. THIS CAUSED THE HELICOPTER TO YAW TO THE LEFT. THE CFI STATED HE IMMEDIATELY APPLIED RIGHT PEDAL AND THE HELICOPTER STRAIGHTENED OUT BUT JUST AS THEY TOUCHED DOWN, THE STUDENT PULLED BACK ON THE CYCLIC CAUSING THE TAIL TO HIT THE GROUND.

Brief of Accident (Continued)

File No. - 2330

8/19/84

FISHERS ISLAND, NY

A/C Reg. No. N6666C

Time (Lc1) - 1125 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - DUAL STUDENT
 2. AUTOROTATION - INTENTIONAL - DUAL STUDENT
 3. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 4. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND(CFI)
 5. CYCLIC - IMPROPER USE OF - DUAL STUDENT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2253 8/12/84 PACIFIC OCEAN, A/C Reg. No. N8032M Time (Lc1) - 1714 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-FERRY	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470-3	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/010 KTS</p> <p>Visibility - UNK/NR</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 VACAVILLE,CA</p> <p>Destination HILO,HI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity 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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 1914
SE LAND,ME LAND	Months Since - 12	Make/Model- 166
GLIDER	Aircraft Type - C-172	Instrument- 234
		Multi-Eng - 157
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 112
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON A FERRY FLIGHT FROM CALIFORNIA TO HAWAII, A GRADUAL LOSS OF OIL PRESSURE LED TO COMPLETE ENGINE PWR LOSS. ACCOMPANYING ACFT OBSERVED NO LEAKS OR SMOKE. FIRST INDICATION CAME 11 HRS INTO FLT, OIL PRESSURE DROPPED 5 PSI TO READ 50 PSI. 30 MIN LATER, PRESS READ 45 PSI. MAYDAY CALL RESULTED IN NAVY P3 INTERCEPT 1 1/2 HRS LATER, OIL PRESS NOW AT RED LINE. OIL TEMP REMAINED NORMAL. ABOUT 14 1/2 HRS INTO FLT, ENG MADE CLACKING SOUND AND LOST PWR. PROP CONTINUED TO WINDMILL. DITCHING SUCCESSFUL, PLT PICKED UP BY SURFACE VESSEL. ACFT SANK. PREVIOUS OIL CONSUMPTION, 1 QT IN 17 HRS.

Brief of Accident (Continued)

File No. - 2253

8/12/84

PACIFIC OCEAN,

A/C Reg. No. N8032M

Time (Lc1) - 1714 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM - UNDETERMINED
 2. FLUID,OIL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2320 9/02/84 MISSING ACFT, A/C Reg. No. N93480 Time (Lc1) - UNK/NR

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage

DESTROYED

Fire
UNK/NR

Injuries				
Fatal	Serious	Minor	None	
Crew 1	0	0	0	
Pass 0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 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 - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 140/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAFAYETTE, LA
Destination
LAFAYETTE, LA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

Age - 44

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - 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-----

N93480 DEPARTED LAFAYETTE, LA ON A REPORTED 2 HR SIGHT-SEEING FLT OVER THE GULF OF MEXICO & FAILED TO RETURN. THERE WAS NO FURTHER CONTACT WITH THE PLT & NEITHER THE PLT NOR THE ACFT HAVE BEEN FOUND. THE PLT LEFT A NOTE SUGGESTING POSSIBLE SUICIDE. INFO CONCERNING PLT INJURY & ACFT DAMAGE IS PRESUME.

Brief of Accident (Continued)

File No. - 2320

9/02/84

MISSING ACFT,

A/C Reg. No. N93480

Time (Lc1) - UNK/NR

Occurrence UNDETERMINED
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. - 2292 6/24/84 LEWISBURG,OH A/C Reg. No. N4357Q Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	1	2

-----Aircraft Information-----

Make/Model - CESSNA 172L	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PHILLIPSBURG,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PHILLIPSBURG,OH	
Wind Dir/Speed- 330/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 187
SE LAND	Months Since - 20	Make/Model- 187
	Aircraft Type - C-172	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DESCENT FROM 4000 FT TO 1000, PLT APPLIED PWR FOR LEVEL OFF & ENG DID NOT RESPOND. CARB HEAT WAS NOT USED DURING DESCENT OR AFTER POWER LOSS. PLT EXECUTED FORCED LANDING IN BEAN FIELD, COLLIDING WITH A WIRE ON APPROACH AND DAMAGING THE RIGHT MAIN GEAR. AFTER TOUCHDOWN, THE ACFT NOSED OVER. POST-MISHAP ENG TEST RUN MET NORMAL SPECIFICATIONS. TEMP 75 DEGREES, DEW PT 47 DEGREES.

Brief of Accident (Continued)

File No. - 2292

6/24/84

LEWISBURG,OH

A/C Reg. No. N4357Q

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - WIRE,STATIC
5. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,MAIN GEAR - PREVIOUS DAMAGE
7. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2310 7/22/84 NEWARK, OH A/C Reg. No. N66789 Time (Lcl) - 0722 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 150M	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	- FSS	OFF AIRPORT/STRIP	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	NEWARK HEATH	
Wind Dir/Speed	- 070/010 KTS	Runway Ident	- N/A
Visibility	- 3.000 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Runway Surface	- N/A
Lowest Ceiling	- NONE	Runway Status	- N/A
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- N/A	Total
	Months Since	- N/A	49
	Aircraft Type	- N/A	Make/Model
			42
			Instrument
			8
			Last 24 Hrs
			36
			Last 30 Days
			UNK/NR
			Last 90 Days
			151

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE FAILED DUE TO FUEL STARVATION. THE FUEL SELECTOR IS AN ON-OFF TYPE. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE FUEL VENT WAS PARTIALLY BLOCKED BY MUD DOBBERS.

Brief of Accident (Continued)

File No. - 2310

7/22/84

NEWARK, OH

A/C Reg. No. N66789

Time (Lc1) - 0722 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2294 8/16/84 PUT-IN-BAY, OH A/C Reg. No. N4428T Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	CHICAGO, IL
Completeness	- N/A	Destination
Basic Weather	- VMC	PORT CLINTON, OH
Wind Dir/Speed	- 300/006 KTS	Airport Data
Visibility	- 3.000 SM	PUT-IN-BAY
Lowest Sky/Clouds	- 25000 FT	Runway Ident
Lowest Ceiling	- 25000 FT BROKEN	- N/A
Obstructions to Vision	- HAZE	Runway Lth/Wid
Precipitation	- NONE	- N/A
Condition of Light	- DAYLIGHT	Runway Surface
		- N/A
	ATC/Airspace	
	Type of Flight Plan	- NONE
	Type of Clearance	- NONE
	Type Apch/Lndg	- FORCED LANDING

-----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 - 1390	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 1	Make/Model - 235	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 650	Last 90 Days - 12
		Multi-Eng - 1185	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DEPARTED ON FLT WITH 30 GALS FUEL. EN ROUTE WEATHER REQUIRED ROUTE DEVIATION, EXTENDING FLT. CALCULATED FUEL RESERVE WAS CONSUMED BEFORE REACHING DESTINATION. WHEN FUEL EXHAUSTION OCCURRED, PLT ATTEMPTED FORCED LANDING ON CURVING ROAD. ACFT DEPARTED ROAD SURFACE AT CURVE DURING LANDING ROLL, WENT INTO MARSHY TERRAIN & COLLIDED WITH TWO SIGN STRUCTURES. GEAR COLLAPSED IN OVERLOAD.

Brief of Accident (Continued)

File No. - 2294

8/16/84

PUT-IN-BAY, OH

A/C Reg. No. N4428T

Time (Lc1) - 1945 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
8. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2338 8/19/84 PUT IN BAY, OH A/C Reg. No. N8635W Time (Lcl) - 1325 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 340/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - THIN BKN
Lowest Ceiling - 1700 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WADSWORTH, OH
Destination
PUT IN BAY, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PUT-IN-BAY
Runway Ident - 04
Runway Lth/Wid - 2870/ 25
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1297	Last 24 Hrs	-	2
Make/Model-	690	Last 30 Days-	UNK/NR		
Instrument-	19	Last 90 Days-	UNK/NR		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED A GO-AROUND WHEN HE SAW AN AIRCRAFT STILL ON THE RUNWAY. WITNESSES SAW THE AIRCRAFT APPROACH THE RUNWAY AND JUST BEFORE TOUCHDOWN, MAKE A SHARP RT TURN TO GO-AROUND. THE AIRCRAFT MADE A SHARP RIGHT TURN, DESCRIBED AS THE WINGS BEING 90 DEGREES TO THE HORIZON. THE AIRCRAFT IMPACTED THE WATER IN A RIGHT WING LOW ATTITUDE. THE PILOT'S LOGBOOK REVEALED THAT HIS LAST FLIGHT PRIOR TO THIS FLIGHT WAS SIX MONTHS AGO.

Brief of Accident (Continued)

File No. - 2338

8/19/84

PUT IN BAY, OH

A/C Reg. No. N8635W

Time (Lc1) - 1325 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
4. AIRSPEED(VLOF) - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2263 8/25/84 BROOKVILLE, OH A/C Reg. No. N50699 Time (Lc1) - 2355 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 16000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BROOKVILLE, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BROOKVILLE
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 - 51

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11900	Last 24 Hrs	- 4
Make/Model-	350	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	57
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI MADE A SUCCESSFUL FORCED LANDING ON A HIGHWAY MEDIAN STRIP WHILE ON A DUAL NIGHT X-COUNTRY FLT AFTER A PWR LOSS OCCURRED. CFI DRAINED THE FUEL SUMPS AND WAS ABLE TO RESTART THE ENGINE. HE THEN DECIDED TO TAKEOFF FROM THE MEDIAN AND FLY THE ACFT BACK TO THE ARPT WITHOUT THE STUDENT ON BOARD. AFTER BECOMING AIRBORNE CFI TURNED OFF THE LANDING LIGHT BECAUSE OF ONCOMING HIGHWAY TRAFFIC. THE ACFT STRUCK AN UNMARKED POWER LINE. CFI WAS ABLE TO RELAND THE ACFT.

Brief of Accident (Continued)

File No. - 2263

8/25/84

BROOKVILLE, OH

A/C Reg. No. N50699

Time (Lcl) - 2355 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. OBJECT - WIRE, STATIC
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2289

9/08/84

OAK HARBOR, OH

A/C Reg. No. N899

Time (Lcl) - 1440 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PITTS S-2A

Eng Make/Model - LYCOMING IO-360-A1A

ELT Installed/Activated - YES-UNK/NR

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 - 2

Rated Power - 200 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 160/013 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 25000 FT

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OAK HARBOR, OH

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 810

Make/Model- 41

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESS STATED PLT WAS PERFORMING AEROBATIC MANEUVERS. AT THE TOP OF A LOOP (APRX 3000 FT AGL) THE ACFT REMAINED INVERTED, PWR WAS REDUCED AND AN INVERTED SPIN WAS ENTERED. THE ACFT REMAINED IN THE INVERTED SPIN TO WATER IMPACT. THE PLT DOES NOT RECALL THE ACCIDENT FLT, BUT STATED HE HAD BEEN HAVING PROBLEMS WITH G-LOADS AND LOW BLOOD PRESSURE.

Brief of Accident (Continued)

File No. - 2289

9/08/84

OAK HARBOR, OH

A/C Reg. No. N899

Time (Lc1) - 1440 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, PHYSIOLOGICAL CONDITION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2300 9/14/84 MEDINA, OH A/C Reg. No. N3058F Time (Lc1) - 2025 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	2	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182J
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
ALPENA, MI
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FREEDOM FIELD
Runway Ident - 09
Runway Lth/Wid - 3570/ 100
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 030/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2200 FT SCATTERED

Lowest Ceiling - 8500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1662

Make/Model- 88

Instrument- 249

Multi-Eng - 221

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT HAD BEEN FUELED FOR APRX 4 HRS ENDURANCE. TWO HRS INTO FLT ON IFR FLT PLAN, PLT DESCENDED TO 3000 FT WITH INTERMITTENT VISUAL GROUND CONTACT. SHORTLY THEREAFTER, WITH THE ACFT ABOUT 10 MINS FROM DESTINATION, THE ENGINE BEGAN TO SPUTTER. PLT STATED HE SWITCHED FUEL SELECTOR FROM "BOTH" TO UNSPECIFIED TANK, SET MIXTURE RICH AND PUMPED THROTTLE. ENGINE REGAINED PWR MOMENTARILY, SPUTTERED AND QUIT. PLT REQUESTED AND RECEIVED RADAR VECTORS TO DESTINATION AIRPORT, BUT INSUFFICIENT ALTITUDE REMAINED FOR GLIDE TO AIRPORT. FORCED LANDING EXECUTED AT NIGHT ON ROADWAY. INVESTIGATION SHOWED FUEL STAIN FROM LEFT TANK FILLER CAP TO TRAILING EDGE OF WING. REFUELING PERSONNEL AND ON-SCENE FAA INSPECTOR REPORTED DIFFICULTY IN SEATING FUEL CAP PROPERLY. AD 83-13-01 NOT COMPLIED WITH BUT VISUAL INSPECTION DID NOT INDICATE A NEED FOR REPAIR ON LEFT FUEL CAP. NO FUEL WAS FOUND ON BOARD THE ACFT. FUEL GAGES FUNCTIONALLY CHECKED AND FOUND TO OPERATE NORMALLY.

Brief of Accident (Continued)

File No. - 2300

9/14/84

MEDINA,OH

A/C Reg. No. N3058F

Time (Lc1) - 2025 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - GROUND PERSONNEL
2. FUEL SYSTEM,CAP - LOOSE
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. FLUID,FUEL - SIPHONING
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - DISREGARDED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. RADAR ASSISTANCE TO VFR AIRCRAFT - ISSUED - ATC PERSONNEL(ARTCC)

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2298 9/29/84 CANTON,OH A/C Reg. No. N7003Q Time (Lcl) - 1750 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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - AVIAN BALLOON AX8
Landing Gear - N/A
Max Gross Wt - 830
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

Itinerary

Last Departure Point
CANTON,OH
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Wind Dir/Speed- 360/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Data

AKRON-CANTON
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
NONE
FREE BALLOON

Age - 43
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 64	Last 24 Hrs	- UNK/NR
Make/Model-	64	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT AND PASSENGER (STUDENT BALLOON PILOT) ELECTED A PRECAUTIONARY LANDING IN AN OPEN FIELD RATHER THAN OVERFLY DENSELY POPULATED AREA AND POWER LINES, ON TOUCHDOWN, WIND LIFTED BALLOON SLIGHTLY AND CAUSED DRIFT. AS STUDENT PLT WAS OPERATING ENVELOPE VENT, SHE FELL OUT OF THE BASKET. LOSS OF LOAD CAUSED BALLOON TO RISE FASTER THAN PLT COULD VENT FOR RE-LANDING. BALLOON DRIFTED INTO POWER LINES.

Brief of Accident (Continued)

File No. - 2298

9/29/84

CANTON, OH

A/C Reg. No. N7003Q

Time (Lc1) - 1750 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - DUAL STUDENT
4. LOAD JETTISON - INADVERTENT - DUAL STUDENT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. LIFT-OFF - UNCONTROLLED - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
7. OBJECT - WIRE, TRANSMISSION

-----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) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2398 6/23/84 OKLAHOMA CITY, OK A/C Reg. No. N77BG Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRIFFIN TRANE INC. STARDUSTER	Teng Make/Model - LYCOMING O-540-A1A5
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 2	Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OKLAHOMA CITY, OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP
PRECAUTIONARY LANDIN

Airport Proximity
ON AIRPORT

Airport Data

EXPRESSWAY
Runway Ident - 20
Runway Lth/Wid - 3000/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 228
Last 24 Hrs - 2
Make/Model- 15
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ACFT TOUCHED DOWN HARD AFTER 4 UNSUCCESSFUL LANDING ATTEMPTS AT STROUD, OK. PLT ADDED FULL PWR AND RETURNED TO OKLAHOMA CITY SUSPECTING GEAR DAMAGE. VISUAL CHECK BY ANOTHER ACFT REVEALED NO APPARENT GEAR DAMAGE. UPON TOUCHDOWN AT EXPRESSWAY AIRPARK, THE MAIN GEAR COLLAPSED. ACFT SLID OVER RWY LIGHTS AND INTO GRASS. PLT REPORTED 14 1/2 HRS FLT EXPERIENCE IN THIS MAKE & MODEL TAILWHEEL ACFT.

Brief of Accident (Continued)

File No. - 2398

6/23/84

OKLAHOMA CITY,OK

A/C Reg. No. N77BG

Time (Lcl) - 1000 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. OBJECT - RUNWAY LIGHT

-----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. - 2314 10/16/84 STILLWATER,OK A/C Reg. No. N55350 Time (Lcl) - 1350 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 -TAXI			0	0	0	1
						0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D21	ELT Installed/Activated - YES-UNK/NR
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 - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WOODWARD,OK	SEARCH FLD
Wind Dir/Speed- 240/045 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 173
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 70
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

PILOT HAD RETURNED TO HIS HOME AIRPORT AFTER ABORTING A BUSINESS FLIGHT DUE TO WEATHER. AFTER LANDING, THE PILOT WAS TAXIING FROM THE ACTIVE RUNWAY WHEN THE AIRCRAFT FLIPPED INVERTED DUE TO STRONG GUSTING WINDS. THE WIND WAS REPORTED BY THE PILOT TO BE BLOWING AT 45 KTS WITH GUSTS TO 50 KTS.

Brief of Accident (Continued)

File No. - 2314

10/16/84

STILLWATER,OK

A/C Reg. No. N55350

Time (Lc1) - 1350 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

----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. - 2350

9/29/84

AURORA,OR

A/C Reg. No. N108DR

Time (Lcl) - 1420 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 - GARRE LED J GLASAIR
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/002 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AURORA,OR
Destination
AURORA,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

AURORA
Runway Ident - 35
Runway Lth/Wid - 4400/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1527	Last 24 Hrs - 2
Make/Model- 60	Last 30 Days- UNK/NR
Instrument- 6	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ATTEMPTING A NO FLAP LANDING. THE ACFT DEVELOPED A HIGH RATE OF SINK, STRUCK THE RWY AND BOUNCED. THE ACFT GROUND LOOPED AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2350

9/29/84

AURORA,OR

A/C Reg. No. N108DR

Time (Lc1) - 1420 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2374 10/15/84 TILLER,OR A/C Reg. No. N2612G 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 -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182B
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 - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUN RIVER,OR
Destination
MEDFORD,OR

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 - 49
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 321 Last 24 Hrs - 3
Make/Model- 207 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN ABOUT 1800 FT BELOW THE CREST OF A RIDGE WHILE ON A PERSONAL FLT IN WX WHICH HAD MULTIPLE CLOUD LAYERS OBSCURING THE MOUNTAINS. A CAP ACFT ON A SEARCH MISSION IN THE SAME AREA AT THE APRX TIME REPORTED MULTIPLE CLOUD LAYERS BETWEEN MEDFORD & SUNRIVER, OR. BOTH PLS INVOLVED IN THE ACCIDENT WERE CAP MEMBERS & HAD BEEN ON SEARCH MISSIONS IN THE AREA OF MEDFORD & SUNRIVER ON PREVIOUS FLTS. THE AREA OF THE CRASH IS HEAVILY WOODED WITH TREES OVER 150 FT HIGH. A 4 FT SECTION OF THE LEFT WING WAS FOUND NEAR A FOREST SERVICE ROAD. THE MAIN WRECKAGE WAS APRX 900 FT AWAY ON A 180 DEGREE BEARING (MAG), AT THE 3750 FT LEVEL OF A 5580 FT MOUNTAIN. NO FLT PLAN WAS FILED & NO RECORD OF A WX BRIEFING WAS FOUND. THE ACFT DEPARTED DURING A SNOW SHOWER WITH 4 PERSONS ON BOARD; WHEN IT FAILED TO ARRIVE AT MEDFORD A SEARCH WAS INITIATED. THE SEARCH WAS SUSPENDED WHEN NO FLT SIGNALS WERE RECEIVED. SIX DAYS LATER A HUNTER CAME UPON THE WRECKAGE. NO MEDICAL OR MECHANICAL REASON FOR THE ACCIDENT WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2374

10/15/84

TILLER,OR

A/C Reg. No. N2612G

Time (Lcl) - 1600 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - CLOUDS
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - UPHILL
9. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2351 11/16/84 KINGS VALLEY,OR A/C Reg. No. N58256 Time (Lcl) - 1325 PST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD	Aircraft Damage		Injuries			
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 133	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KINGS VALLEY,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KINGS VALLEY,OR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4000	Last 24 Hrs - 6
SE LAND	Months Since - 4	Make/Model- 1015	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 400	Last 90 Days- 70
		Multi-Eng - 1500	Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TO FLY THE ACFT AWAY FROM THE SITE OF A PROPOSED LOAD DROP BEFORE THE DROP WAS COMPLETED. THE FAA INSPECTORS SAID THE SLING DID NOT RELEASE PROPERLY. WHEN THE PLT ATTEMPTED TO DEPART THE AREA THE ACFT STRUCK THE GROUND IN A NOSE LOW ATTITUDE. THE PLT HAS "NO SPECIFIC RECOLLECTION OF THE ACCIDENT."

Brief of Accident (Continued)

File No. - 2351

11/16/84

KINGS VALLEY, OR

A/C Reg. No. N58256

Time (Lcl) - 1325 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. MISC EQPT/FURNISHINGS - FAILURE, PARTIAL
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 3. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. LOAD JETTISON - INADVERTENT DEACTIVATION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2324 3/25/84 CORRY,PA A/C Reg. No. N52538 Time (Lcl) - 1400 EST

-----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						1

-----Aircraft Information-----

Make/Model - CESSNA C172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ERIE,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CORRY,PA	CORRY
Wind Dir/Speed- 020 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 95
SE LAND	Months Since - 0	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 8
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE LANDING ON RUNWAY 32 AND ON INITIAL TOUCHDOWN THE NOSEWHEEL CONTACTED THE RUNWAY AFTER THE RIGHT MAIN GEAR, CAUSING THE AIRCRAFT TO ASCEND BACK INTO THE AIR. THE AIRCRAFT "PORPOISED", THE LEFT WING TIP DIPPED AND COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 2324

3/25/84

CORRY, PA

A/C Reg. No. N52538

Time (Lc1) - 1400 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. ABORTED LANDING - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2382 4/21/84 PITTSBURGH, PA A/C Reg. No. N89880 Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1620
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONONGAHELA, PA
Destination
PITTSBURG, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ALLEGHENY CO.
Runway Ident - 31
Runway Lth/Wid - 3826/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 17
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 32
Last 24 Hrs - 2
Make/Model- 32
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BALLOONED DURING THE FLARE FOR LANDING & ENDED UP IN A NOSE DOWN CONDITION. THE PLT SAID HE DECIDED TO STALL THE ACFT ONLY A FEW FT OFF THE GROUND AS HE ESTIMATED 2/3 OF THE RWY REMAINED & A GO-AROUND WAS NOT NECESSARY. THE ACFT CAME TO A STOP ON ITS NOSE WITH THE NOSE WHEEL COLLAPSED.

Brief of Accident (Continued)

File No. - 2382

4/21/84

PITTSBURGH, PA

A/C Reg. No. N89880

Time (Lc1) - 1615 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
 6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2327 6/18/84 MONONGAHELA, PA A/C Reg. No. N55697 Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Engine Type RECIP-FUEL INJECTED
Rated Power 200 HP

-----Aircraft Information-----

Make/Model - PIPER PA-34-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING IO-360-C1E6
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONONGAHELA, 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

ROSTRAVEE
Runway Ident - 25
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

CFI
SE LAND, ME LAND

Age - 21

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2100	Last 24 Hrs	- 7
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	670	Last 90 Days-	130
Multi-Eng	- 800		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CERTIFIED FLT INSTRUCTOR (CFI) STATED THAT HE WAS GIVING MULTIENGINE INSTRUCTION. ALL BASIC SINGLE AND MULTI-ENGINE MANEUVERS HAD BEEN COMPLETED. THE CFI REDUCED THE PWR ON ONE ENGINE TO SIMULATE A SINGLE ENGINE LANDING. THE CFI STATED THAT A NORMAL APPROACH HAD BEEN FLOWN AND THAT ON TOUCHDOWN THE AIRCRAFT LANDED "A LITTLE LONG AND FAST, THE LEFT MAIN GEAR TOUCHED AND WE BEGAN PORPOISING." THE CFI CALLED FOR A GO-AROUND AND THE LANDING GEAR WARNING HORN SOUNDED. THE CFI TOOK CONTROL OF THE ACFT AND ATTEMPTED A GO-AROUND BUT THE RIGHT PROP STRUCK THE GROUND. HE REDUCED THE PWR AND THE ACFT SKIDDED TO A STOP ON THE RIGHT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 2327

6/18/84

MONONGAHELA, PA

A/C Reg. No. N55697

Time (Lc1) - 1545 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - DUAL STUDENT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - DUAL STUDENT
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
4. AIRSPEED - EXCESSIVE - DUAL STUDENT
5. LEVEL OFF - IMPROPER - DUAL STUDENT
6. LANDING GEAR - OVERLOAD
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 2372 7/04/84 PENN RUN, PA A/C Reg. No. N1477W Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 47G-5	Eng Make/Model - LYCOMING VO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PENN RUN, PA	
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 - 1500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1500 FT	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3100
SE LAND	Months Since - 15	Make/Model- 1900
HELICOPTER	Aircraft Type - 47G-5	Instrument- 215
		Multi-Eng - 10
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 71
		Rotorcraft - 2925

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS SPRAYING A POTATOE FIELD WITH A LIGHTLY LOADED HELICOPTER WHEN THE ENG FAILED. AT THAT TIME, THE HELICOPTER WAS ABOUT 10 FT AGL IN A SLIGHT RIGHT TURN & AT APRX 35 MPH. THE PLT FLARED TO STOP THE FORWARD MOVEMENT & LANDED, BUT THE TAIL ROTOR SECTION CONTACTED THE GROUND & SEPARATED FROM THE TAIL BOOM. AN EXAM OF THE ENG REVEALED THAT THE #6 CONNECTION ROD HAD FAILED & PUNCTURED THE CRANKCASE.

Brief of Accident (Continued)

File No. - 2372

7/04/84

PENN RUN,PA

A/C Reg. No. N1477W

Time (Lc1) - 0830 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND
 4. ROTOR SYSTEM - SEPARATION
-

-----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. - 2373

7/07/84

BROWNSVILLE, PA

A/C Reg. No. 4475V

Time (Lc1) - 2020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - TIERRA II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 503CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 45 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- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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)
STUDENT

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	- 965	Last 24 Hrs	- UNK/NR
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/PLT HAD PREVIOUS FLOWN THE HOME BUILT ACFT WHICH WAS CONSTRUCTED SIMILAR TO AN ULTRALIGHT. AN OPTIONAL PILOT ENCLOSURE (CANVAS COVERING OVER THE PLT COMPARTMENT) HAD JUST BEEN INSTALLED. ON 7/7/84, THE OWNER/PLT TAXI CHECKED THE ACFT FOR ABOUT 30 MIN, THEN ELECTED TO TAKEOFF. THE TAKEOFF AREA WAS ON ROLLING/HILLY TERRAIN WITH THE 1ST PART OF THE TAKEOFF ROLL PROCEEDING UPHILL. THE ACFT BECAME AIRBORNE, BUT ACCORDING TO THE PLT, HE COULD NOT CLEAR TREES. HE MANEUVERED TO AVOID THE TREES, BUT SUBSEQUENTLY STALLED & CRASH LANDED. AN INVESTIGATION REVEALED NO EVIDENCE OF A PART FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2373

7/07/84

BROWNSVILLE, PA

A/C Reg. No. 4475V

Time (Lc1) - 2020 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - UPHILL
 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. MANEUVER - PERFORMED - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2318 7/23/84 YORK, PA

A/C Reg. No. N14DR

Time (Lc1) - 1150 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 - CESSNA 310I
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-U
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YORK, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

THOMASVILLE
Runway Ident - 16
Runway Lth/Wid - 4200/ 100
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	689	Last 24 Hrs	UNK/NR
Make/Model-	189	Last 30 Days-	UNK/NR
Instrument-	150	Last 90 Days-	5
Multi-Eng -	169		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS PERFORMING TOUCH AND GO LANDINGS AND WAS CLIMBING AFTER HIS FIFTH TAKEOFF WHEN THE RIGHT ENGINE LOST POWER. THE PILOT CONTINUED TO STATE THAT THE LANDING GEAR WAS CYCLING UP WHEN THE LOSS OF PWR OCCURED. THE AIRCRAFT STOPPED CLIMING AND "APPEARED TO SETTLE TOWARD THE GROUND." THE RT WING BEGAN STRIKING CORN STALKS IN AN OPEN FIELD SO THE PILOT REDUCED THE PWR ON THE LEFT ENG AND THE AIRCRAFT SETTLED INTO THE FIELD. EXAMINATION OF THE RT ENG AFTER THE ACCIDENT REVEALED NO EVIDENCE OF A MALFUNCTION. EXAMINATION OF THE ACFT REVEALED THE FLAPS WERE FOUND AT THE 13 DEGREE SETTING. THE FLT MANUAL RECOMMENDS A 0 DEGREE FLAP SETTING FOR TAKEOFF.

Brief of Accident (Continued)

File No. - 2318

7/23/84

YORK, PA

A/C Reg. No. N14DR

Time (Lc1) - 1150 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2325

7/26/84

CANTON, PA

A/C Reg. No. N3777A

Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Fire
NONE

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-22-135

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1950

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-C1A

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- 090 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 8500 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CANTON, PA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LARRY'S

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)

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 - 246

Make/Model- 246

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT PERFORMED A RUNUP PRIOR TO DEPARTURE. HE USED ONE NOTCH OF FLAPS AND APPROXIMATELY 800 FEET OF RUNWAY TO BREAK GROUND. DURING THE CLIMBOUT AT APPROXIMATELY 200 FT THE ENGINE "STARTED SKIPPING THEN QUIT." THE PILOT WAS UNABLE TO RESTORE POWER BEFORE A FORCED LANDING WAS MADE IN A FIELD. EXAMINATION OF ACFT REVEALED THE FUEL SELECTOR WAS SET ON THE RIGHT TANK. THE RIGHT FUEL TANK WAS FOUND TO BE EMPTY, THE LEFT FUEL TANK WAS APPROXIMATELY HALF FULL. THE CARBURETOR BOWL WAS ALSO FOUND TO BE EMPTY.

Brief of Accident (Continued)

File No. - 2325

7/26/84

CANTON, PA

A/C Reg. No. N3777A

Time (Lc1) - 1100 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2317 8/01/84 UNIVERSITY PARK,PA A/C Reg. No. N6821C Time (Lc1) - 0730 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CENTRE AIRLINES, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	2	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2	
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- CESSNA 335	Eng Make/Model	- CONTINENTAL TS10-520-EB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	REEDSVILLE,PA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	UNIVERSITY PARK,PA		UNIVERSITY PARK	
Wind Dir/Speed	- CALM			Runway Ident	- 24
Visibility	- 6.0 SM	ATC/Airspace		Runway Lth/Wid	- 5000/ 100
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	-	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 2762	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 1	Make/Model- 238	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 206	Last 90 Days- 179
		Multi-Eng - 1312	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A RT MAIN GEAR COLLAPSE DURING LANDING. THE PLT STATED THAT THE GEAR WAS CHECKED DOWN & LOCKED ON BASE & FINAL APCH. AFTER LANDING, ACCORDING TO THE PLTS STATEMENT, THE LANDING GEAR WARNING SOUNDED & THE ACFT STARTED A TURN TO THE RT. A TAXIWAY SIGN & LIGHT WERE HIT AS THE ACFT TURNED. THE PLT SAID HE TURNED THE ACFT FURTHER RT TO AVOID HITTING MORE LIGHTS. THE ACFT CAME TO REST 90 DEGREES TO THE RWY HEADING RESTING ON THE RT WING TIP. THE RT GEAR SIDE BRACE LOCK END FITTING FAILED ALLOWING THE GEAR TO RETRACT/COLLAPSE. THE FAILED PART NUMBER IS 0841111-3. THE TIME IN SERVICE ON THE PART WAS 1722 HRS.

Brief of Accident (Continued)

File No. - 2317

8/01/84

UNIVERSITY PARK, PA

A/C Reg. No. N6821C

Time (Lc1) - 0730 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, TOTAL
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. OBJECT - RUNWAY LIGHT

----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. - 2381 8/11/84 SEVEN SPRINGS, PA A/C Reg. No. N9202Y Time (Lcl) - 1345 EDT

-----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 -TAKEOFF						

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-V2AD	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 - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ATLANTIC CITY, NJ	SEVEN SPRINGS
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3000/ 42
Lowest Sky/Clouds - THIN BKN	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - UNK/NR	Total - 5651
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 250
		Instrument- 683
		Multi-Eng - 3371
		Last 30 Days- UNK/NR
		Last 90 Days- 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REFUELING, THE PLT TOOK OFF FROM A 3000 FT RWY LOCATED IN A MOUNTAINOUS REGION. HE REPORTED THAT AFTER A NORMAL ROTATION & LIFT-OFF, HE ESTABLISHED A POSITIVE RATE OF CLIMB. HOWEVER, SHORTLY AFTER TAKEOFF, DURING GEAR RETRACTION, THE ACFT BEGAN TO SETTLE. ACCORDING TO THE PLT, THIS OCCURRED WHEN HE ENCOUNTERED EITHER A STRONG DOWNDRAFT OR A WINDSHEAR CONDITION. TREES BECAME VISIBLE & THE PLT INCREASED THE PITCH ATTITUDE, BUT THE ACFT STRUCK THE TREETOPS. THE ACFT CONTINUED FLYING & WAS SAFELY LANDED AT ANOTHER ARPT, BUT THE LEADING EDGES OF THE WINGS, THE RIGHT WING TIP, THE LEFT FLAP & THE LEFT HORIZONTAL STABILIZER WERE DAMAGED. THE PLT SAID THE ARPT WAS LOCATED ON A MOUNTAIN TOP WHICH WAS SURROUNDED BY HIGHER MOUNTAINS. THE DENSITY ALT WAS APRX 4500 FT.

Brief of Accident (Continued)

File No. - 2381

8/11/84

SEVEN SPRINGS, PA

A/C Reg. No. N9202Y

Time (Lc1) - 1345 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - UNFAVORABLE WIND
4. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2326 8/14/84 NEW CASTLE, PA A/C Reg. No. N4332E Time (Lc1) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	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	- TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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 - 260/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">NEW CASTLE</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 4010/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</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 - UNK/NR	Total - 559
SE LAND	Months Since - UNK/NR	Make/Model - 33
	Aircraft Type - UNK/NR	Instrument - 100
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CERTIFIED FLT INSTRUCTOR (CFI) STATED THAT HE WAS INSTRUCTING A 10 HOUR STUDENT PILOT. HE CONTINUED TO STATE THAT THEY WERE DOING TOUCH AND GO'S AND HAD APPLIED POWER FOR THE SECOND TAKEOFF WHEN THE AIRCRAFT BEGAN TO VEER TO THE RIGHT SIDE OF THE RWY. THE STUDENT ATTEMPTED TO CORRECT AND APPLIED FULL RIGHT RUDDER (NOSEWHEEL STEERING). THE CFI APPLIED FULL LEFT RUDDER AND LEFT BRAKE WHILE RETARDING THE THROTTLE BUT THE AIRCRAFT CONTINUED OFF THE RIGHT SIDE OF THE RUNWAY, STRUCK A DRAINAGE DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2326

8/14/84

NEW CASTLE, PA

A/C Reg. No. N4332E

Time (Lcl) - 1445 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - DUAL STUDENT
 2. NOSEWHEEL STEERING - IMPROPER USE OF - DUAL STUDENT
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

6. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2369 10/13/84 BRODHEADSVILLE,PA A/C Reg. No. N93907 Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - ENGINEERING & RESEARCH 415-C Eng Make/Model - UNKNOWN UNKNOWN
Landing Gear - UNK/NR Number Engines - 1
Max Gross Wt - 1260 Engine Type - UNK/NR
No. of Seats - 2 Rated Power - 85 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/012 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
BRODHEADSVILLE,PA
Destination
MORRISTOWN,NJ

Airport Proximity
UNK/NR

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Apch/Lndg - UNK/NR

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT STALLED (MUSHED) INTO 35 FT TREES UNDER PWR ACCORDING TO THE PASSENGER ON BOARD. THE PAX ALSO SAID ANOTHER PERSON RECOMMENDED A TAKEOFF TO THE SOUTH BECAUSE OF X-WIND & TERRAIN. THE PLT WAS QUOTED AS SAYING THAT "THE PLANE HAS PLENTY OF SNOT" & HE TOOK OFF TO THE NORTH. WITNESS SAID THE ACFT ACCELERATED SLOWLY & THE ARPT MGR SAID THE ACFT PASSED THE "DECISION POINT" BEFORE BECOMING AIRBORNE. THE PLT THEN TURNED EAST AT 100 FT AGL AND CLIMBED OVER SOME TREES TO THE RT OF THE RWY BUT STALLED AND SETTLED INTO "HEDGEROW" TREES AT THE NE END OF THE ARPT. THERE WAS FIRE AFTER IMPACT BUT BOTH OCCUPANTS WERE ABLE TO EXIT THE ACFT. NOTHING WAS FOUND OF A CONTRIBUTORY NATURE UPON EXAMINATION OF THE WRECKAGE. THE PLTS WIFE ESTIMATED THAT HER HUSBAND FLEW THE ACFT ABOUT 12 HRS A MONTH SINCE THE LAST ANNUAL INSPECTION ON 3/10/84.

Brief of Accident (Continued)

File No. - 2369

10/13/84

BRODHEADSVILLE, PA

A/C Reg. No. N93907

Time (Lc1) - 1200 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - CROSSWIND
2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2361

8/02/84

NEWPORT, RI

A/C Reg. No. N105TC

Time (Lcl) - 1640 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 - BEECH BE-55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOSTON, MA
Destination
NEWPORT, RI

Airport Proximity
ON AIRPORT

Airport Data

NEWPORT STATE
Runway Ident - 22
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	964
Make/Model-	641
Instrument-	164
Multi-Eng -	545
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	63

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXTENDED THE DOWNWIND LEG OF HIS LANDING TRAFFIC PATTERN TO ALLOW AN ACFT AHEAD OF HIM TO LAND WITH THE APPROPRIATE SPACING BETWEEN ACFT. THE PLT STATED THAT JUST PRIOR TO TOUCHDOWN HE "LOWERED THE LANDING GEAR (TOO LATE)." IN HIS RECOMMENDATION FOR PREVENTION OF THE ACCIDENT HE WROTE THAT "THIS ACCIDENT COULD HAVE BEEN AVOIDED IF I HAD LOWERED LANDING GEAR A FEW SECONDS BEFORE I DID".

Brief of Accident (Continued)

File No. - 2361

8/02/84

NEWPORT, RI

A/C Reg. No. N105TC

Time (Lcl) - 1640 EDT

Occurrence OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. GEAR EXTENSION - DELAYED - 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. - 2273

6/25/84

MARION, SD

A/C Reg. No. N8802R

Time (Lcl) - 1700 MDT

-----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 - EAGLE DW-1

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 5400

No. of Seats - 1

Eng Make/Model - LYCOMING IO-540-M1B5D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 63

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10800

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-----

IN CRUISE FLT, OIL COVERED THE WINDSCREEN AND PLT ELECTED A PRECAUTIONARY LANDING ON A DIRT ROAD. ACFT COLLIDED WITH A MAILBOX ON ROLL OUT AND NOSED OVER. OIL FILLER CAP FOUND LOOSE.

Brief of Accident (Continued)

File No. - 2273

6/25/84

MARION, SD

A/C Reg. No. N8802R

Time (Lc1) - 1700 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 2. LUBRICATING SYSTEM - LEAK
 3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2276 9/14/84 DAYTON, TN A/C Reg. No. N6897L Time (Lcl) - 1008 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire NONE	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91		Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER 602P	Eng Make/Model - LYCOMING IO-540-AA15	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	LENOIR, NC	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	MARK ANTON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 03
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
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)
PRIVATE	Current - YES	Total - 2600
SE LAND, ME LAND	Months Since - 9	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON ARRIVAL AT DESTINATION, PLT FOUND AIRPORT OBSCURED BY FOG, REPORTED BY UNICOM AS 1 MI VISIBILITY. PLT CIRCLED TO AWAIT IMPROVEMENT. 15 MIN LATER, VISIBILITY IMPROVED TO 1-1/2 MI. ACFT OBSERVED BRIEFLY THROUGH BREAKS, THEN HEARD MANEUVERING TO NORTH AND SEEN ONCE ON APPROXIMATE DOWNWIND HDG. ACFT HEARD APPROACHING AIRPORT THEN APPEARED IN DIVING LEFT TURN BELOW FOG AND TO RIGHT OF RUNWAY BEFORE IMPACT. APPROVED NDB/VOR DME/RNAV APPROACHES TO AIRPORT HAVE 700 FT CEILING MINIMUM. ACFT FOUND CONFIGURED FOR LANDING. NO RECORD OF REQUEST FOR INSTRUMENT APPROACH.

Brief of Accident (Continued)

File No. - 2276

9/14/84

DAYTON, TN

A/C Reg. No. N6897L

Time (Lc1) - 1008 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND
 3. IFR PROCEDURE - NOT SELECTED - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
 5. WEATHER CONDITION - FOG
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

6. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2377 3/31/84 BEAUMONT, TX A/C Reg. No. N8150Z Time (Lcl) - 1905 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

3

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 210-5(205)

Eng Make/Model - CONTINENTAL IO-470-S

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3350

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 260 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 150/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 3800 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

WACO, TX

Destination

LAFAYETTE, LA

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 - 21

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 201 Last 24 Hrs - 5

Make/Model- 201 Last 30 Days- 6

Instrument- 0 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FLOWN INTO IMC WX AFTER THE FLT HAD BEEN ADVISED BY THE WX SERVICE THAT VFR FLT WAS BARELY FEASIBLE. NO WX BRIEFING BY FAA WAS RECORDED & NO FLT PLAN WAS FILED. THE ACCIDENT OCCURRED DURING THE HRS OF DARKNESS. A WITNESS NEAR THE ACCIDENT SITE OBSERVED AN ACFT THRU BREAKS IN THE CLOUDS WHICH APPEARED TO BE FLYING UNDER CONTROL ON TOP OF THE CLOUDS OR IN BETWEEN LAYERS OF CLOUDS. A LOUD SOUND WAS HEARD AND THE ACFT WAS SEEN TO FALL OUT OF A SOLID UPPER CLOUD LAYER FOR ABOUT 300-500 FT BEFORE DISAPPEARING INTO A LOWER CLOUD LAYER. SEPARATED COMPONENT OF THE LEFT & RT WINGS OF THE ACFT WERE LOCATED OVER A MILE FROM THE MAIN WRECKAGE IMPACT CRATER. THE PLTS LOG DID NOT CONTAIN ANY HISTORY OF HOODED OR INSTRUMENT FLT. NO MEDICAL OR MECHANICAL DISCREPANCIES OF A CAUSAL NATURE WERE FOUND DURING THE POST ACCIDENT INVESTIGATION.

Brief of Accident (Continued)

File No. - 2377

3/31/84

BEAUMONT, TX

A/C Reg. No. N8150Z

Time (Lc1) - 1905 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE IN CLOUDS
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. WEATHER OBSERVATION - DISREGARDED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
9. MANEUVER - IMPROPER - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. DESIGN STRESS LIMITS OF AIRCRAFT - PERFORMED - PILOT IN COMMAND
11. WING, BRACING STRUT - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,9,10

Factor(s) relating to this accident is/are finding(s) 1,4,7,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2392

6/09/84

SAN ANTONIO, TX

A/C Reg. No. N23413

Time (Lcl) - 1720 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

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER J3C-65

Eng Make/Model - CONTINENTAL A-65

ELT Installed/Activated - YES/NO

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/014 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 3500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

CANNON AIRPORT

Runway Ident - 15

Runway Lth/Wid - 2900 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1260

Make/Model- 1

Instrument- 60

Multi-Eng - 46

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT STRUCK A MARKED TRANSMISSION LINE ON FINAL APCH. PLT COULD NOT MAINTAIN FULL CONTROL OF ACFT ON LANDING. ACFT TOUCHED DOWN RT WING LOW AND A GO-AROUND WAS INITIATED. UPON APPLICATION OF PWR, ACFT WENT INTO TREES OFF RT SIDE OF AIRSTRIP. BOTH PLTS STATED NEITHER SAW THE WIRES WHICH WERE HIT.

Brief of Accident (Continued)

File No. - 2392

6/09/84

SAN ANTONIO, TX

A/C Reg. No. N23413

Time (Lc1) - 1720 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
2. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
3. CLEARANCE - NOT MAINTAINED - DUAL STUDENT
4. OBJECT - WIRE, TRANSMISSION(MARKED)

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

5. AIRCRAFT HANDLING - UNCONTROLLED - DUAL STUDENT
6. GO-AROUND - ATTEMPTED - DUAL STUDENT
7. GO-AROUND - NOT MAINTAINED - DUAL STUDENT

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

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) 3,7

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. - 2390

6/09/84

AMARILLO, TX

A/C Reg. No. N94RE

Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - ROTEC ENGINEERING RALLY 3A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 695
No. of Seats - 2

Eng Make/Model - ROTAX UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 48 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AMARILLO, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE, CFI
SE LAND
GLIDER

Age - 53
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 720
Make/Model-	5
Instrument-	12
Multi-Eng -	UNK/NR
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	28
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 20 TO 30 FT AGL AFTER A SOUTHERLY TAKEOFF, ACFT BEGAN TO LOSE ALT. PLT ATTEMPTED REMEDIAL ACTION BUT COULD NOT ARREST THE SINK RATE. ACFT COLLIDED WITH GROUND IN A NOSE-LOW RT WING ATTITUDE. WITNESSES STATED, WINDS WERE PRIMARILY FROM WEST BUT VERY GUSTY AND VARIABLE. DENSITY ALT WAS APRX 6,800 FT MSL.

Brief of Accident (Continued)

File No. - 2390

6/09/84

AMARILLO, TX

A/C Reg. No. N94RE

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - GUSTS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. CLIMB - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2394

6/13/84

KERRVILLE, TX

A/C Reg. No. N58272

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	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 2050
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 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- 135/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KERRVILLE, TX

Destination

SAME AS ACC/INC

Airport Proximity

UNK/NR

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1104

Make/Model- 45

Instrument- 191

Multi-Eng - 724

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 42

Rotorcraft - 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DESCENDED TO A LOW HOVER INTO WIND. PEDAL TURN WAS MADE AT ALT OF 5 FT AGL INTO WIND. CONTROL WAS LOST IN THE DOWNWIND HOVER. ACFT CONTACTED GROUND AND ROLLED OVER. NO MECHANICAL MALFUNCTIONS WERE REPORTED.

Brief of Accident (Continued)

File No. - 2394

6/13/84

KERRVILLE, TX

A/C Reg. No. N58272

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. OBJECT - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
-

Occurrence #3 ROLL OVER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 2344 6/16/84 BRIDGEPORT, TX A/C Reg. No. N84103 Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WICHITA FALLS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FORT WORTH, TX	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - 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)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1200
		Last 30 Days- UNK/NR
		Instrument- 206
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE PLT NOTED A PROGRESSIVE LOSS OF ENG POWER. THE APPLICATION OF CARBURETOR HEAT HAD NO EFFECT. SUBSEQUENTLY, A LOUD NOISE OCCURRED & THE PLT SHUT DOWN THE ENG. DURING A FORCED LANDING THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE #4 CONNECTING ROD HAD FAILED. INTERNAL DAMAGE WAS FOUND TO HAVE OCCURRED DUE TO LACK OF LUBRICATION. A FURTHER EXAM REVEALED THAT THE DIAPHRAGM OF AN OIL PRESSURE SWITCH HAD RUPTURED & ALLOWED DEPLETION OF THE ENG OIL SUPPLY. THE SWITCH, DATCON PN 40558-1, WAS INSTALLED ON 1/1/74, DIRECTLY INTO THE ENG BLOCK (TAPPED OIL GALLERY HOLE) & WAS USED IN CONNECTION WITH ELECTRICAL ACTION OF THE ACFT'S HOURMETER. DATCON SERVICE BULLETIN #1, SUBJECT: HAZARDOUS INSTALLATION OF OIL PRESSURE SWITCHES, DATED 1/2/75, NOT COMPLIED WITH.

Brief of Accident (Continued)

File No. - 2344

6/16/84

BRIDGEPORT, TX

A/C Reg. No. N84103

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC SWITCH - BURST
2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED -
3. LUBRICATING SYSTEM - LEAK
4. FLUID, OIL - EXHAUSTION
5. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2395 6/16/84 HOUSTON, TX A/C Reg. No. N4702P Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<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- 160/006 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 - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>DAVID WAYNE HOOKS MEMOR</p> <p>Runway Ident - 17L</p> <p>Runway Lth/Wid - 4000/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 18</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 17</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>17</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>16</td> </tr> </table>	Total	- 17	Last 24 Hrs	- 1	Make/Model-	17	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	16
Total	- 17	Last 24 Hrs	- 1											
Make/Model-	17	Last 30 Days-	UNK/NR											
Instrument-	0	Last 90 Days-	16											

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TOUCHDOWN DURING A TOUCH AND GO LANDING DIRECTIONAL CONTROL WAS LOST. ACFT VEERED OFF LEFT SIDE OF RWY AND CAME TO REST IN A WATERWAY USED BY SEAPLANES THAT IS ADJACENT AND PARALLEL TO RWY 17L.

Brief of Accident (Continued)

File No. - 2395

6/16/84

HOUSTON, TX

A/C Reg. No. N4702P

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2397

6/17/84

CLEBURNE, TX

A/C Reg. No. N3491N

Time (Lcl) - 1805 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22-135
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 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- 195/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 18
Runway Lth/Wid - 1400 -UNK/NR
Runway Surface - GRASS/TURF
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 - 33

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	130	Last 24 Hrs	-	1
Make/Model	-	25	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	1

Instrument Rating(s) - NONE

-----Narrative-----

LANDING APCH TOO HIGH. PLT FLARED TOO HIGH ABOVE GROUND RESULTING IN AN EXCESSIVE SINK RATE ON INITIAL TOUCHDOWN. ACFT BOUNCED BACK INTO AIR IN A NOSE HIGH ATTITUDE AND "A VERY LOW RATE OF SPEED." PLT LOST CONTROL OF ACFT AS RT QUARTERING HEADWIND BLEW ACFT INTO TREES. PLT STATED TREELINE WAS LOCATED TOO CLOSE TO EDGE OF AIRSTRIP.

Brief of Accident (Continued)

File No. - 2397

6/17/84

CLEBURNE, TX

A/C Reg. No. N3491N

Time (Lc1) - 1805 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
 3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 4. FLARE - MISJUDGED - PILOT IN COMMAND
 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

6. WEATHER CONDITION - CROSSWIND
 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

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) 4,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2396

6/18/84

BLUE RIDGE, TX

A/C Reg. No. N82213

Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
IN FLIGHT	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----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-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ADDISON, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 330
Make/Model- 12
Instrument- 22
Multi-Eng - 5
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT HAD POWER AT IDLE DURING DESCENT FROM 900 FT AGL TO 200 FT AGL. DURING A LOW PASS OVER A FIELD, PLT ADVANCED THROTTLE, ENGINE SPUTTERED AND DID NOT ACCELERATE. HEAVY BRAKING WAS USED DURING FORCED LANDING ROLL AND ACFT NOSED OVER. PLT DID NOT RECALL USING CARB HEAT DURING DESCENT AND LOW PASS AT IDLE PWR. ENGINE WAS SUCCESSFULLY RUN AT LOW AND HIGH PWR SETTINGS AFTER THE ACCIDENT. PLT MADE LOW PASS TO VIEW REAL ESTATE.

Brief of Accident (Continued)

File No. - 2396

6/18/84

BLUE RIDGE, TX

A/C Reg. No. N82213

Time (Lc1) - 1900 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. 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) 1,5

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. - 2399 6/25/84 SPEAKS, TX A/C Reg. No. N731TL Time (Lcl) - 1525 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SPEAKS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/001 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 - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2250
SE LAND	Months Since - 3	Make/Model- 1100
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- 63
		Last 90 Days- 190

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF TO THE SOUTH THE NORTHERLY WIND PICKED UP. ACCELERATION WAS NOT SUFFICIENT ENOUGH TO BECOME AIRBORNE BEFORE END OF AIRSTRIP. ACFT OVERRAN AIRSTRIP AND COLLIDED WITH A DITCH. DENSITY ALT WAS 2,500 FT MSL AND ACFT LOADED WITH 1,200 LBS OF FERTILIZER.

Brief of Accident (Continued)

File No. - 2399

6/25/84

SPEAKS, TX

A/C Reg. No. N731TL

Time (Lc1) - 1525 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2313 11/03/84 SONORA, TX

A/C Reg. No. N1591S

Time (Lcl) - 0130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - BEECH 95-A55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4880
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LANCASTER, TX
Destination
SONORA, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1077 Last 24 Hrs - 2
Make/Model- 225 Last 30 Days- UNK/NR
Instrument- 93 Last 90 Days- 12
Multi-Eng - 293

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT STATED THAT HE INTENDED TO LAND AT SONORA, TX, BUT PATCHY GROUND FOG OBSCURED THE ARPT. HE CIRCLED THE ARPT ONE TIME AND THEN DEPARTED NORTHWARD. HE TURNED BACK TO ATTEMPT ANOTHER VISUAL APPROACH TO THE ARPT WHEN THE AIRCRAFT STRUCK A TREE ON THE HIGHEST POINT OF LAND IN THE IMMEDIATE AREA.

Brief of Accident (Continued)

File No. - 2313

11/03/84

SONORA, TX

A/C Reg. No. N1591S

Time (Lcl) - 0130 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

1. WEATHER CONDITION - FOG
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

----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. - 2322 11/03/84 TERLINGUA, TX A/C Reg. No. N93067 Time (Lc1) - 1800 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 -SIGHT-SEEING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - BELL 47D1
Landing Gear - SKID
Max Gross Wt - 2200
No. of Seats - 3

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Basic Weather - VMC
Wind Dir/Speed - UNK/NR

Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND,SE SEA,ME SEA
HELICOPTER

Age - 45

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 18288	Last 24 Hrs	- UNK/NR
Make/Model	- 44	Last 30 Days	- UNK/NR
Instrument	- 396	Last 90 Days	- 62
Multi-Eng	- 13250	Rotorcraft	- 1288

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

SHORTLY AFTER THE PLT TOOK OFF ON A SIGHT-SEEING FLT, THE ENG LOST POWER WHEN THE HELICOPTER WAS OVER ROUGH TERRAIN AT ABOUT 200 FT AGL. DURING AN AUTOROTATIVE LANDING, THE HELICOPTER ROCKED FORWARD CAUSING THE MAIN ROTOR BLADES TO STRIKE THE TAIL BOOM. ACCORDING TO THE PLT, THE POWER LOSS WAS DUE TO A SMALL AMOUNT OF WATER IN THE FUEL.

Brief of Accident (Continued)

File No. - 2322

11/03/84

TERLINGUA, TX

A/C Reg. No. N93067

Time (Lc1) - 1800 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2312 11/25/84 BROWNWOOD, TX A/C Reg. No. N2259A Time (Lc1) - 1711 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - LANDING			0	0	0	1
				0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 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- 243/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS WHO IS A PILOT AND AN A&P MECHANIC, STATED THAT HE HEARD THE ENGINE ON N2259A SPUTTERING AS IF IT WAS RUNNING OUT OF FUEL AS IT PASSED OVER HIS HOUSE. THE WITNESS CONTINUED TO STATE THAT SHORTLY AFTER THE AIRCRAFT PASSED, THE PILOT OF N2259A CALLED AND ASKED IF HE COULD HELP MOVE THE AIRCRAFT. EXAMINATION OF THE AIRCRAFT REVEALED THE FUEL SELECTOR WAS IN THE "RIGHT TANK" POSITION AND THE RIGHT FUEL TANK HAD NO FUEL. THE LEFT TANK WAS 3/8 FULL.

Brief of Accident (Continued)

File No. - 2312

11/25/84

BROWNWOOD, TX

A/C Reg. No. N2259A

Time (Lc1) - 1711 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2319 12/24/84 GRAPELAND, TX A/C Reg. No. N5743F Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	DESTROYED	Fatal	0	Serious	0	Minor	1	None	0
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 -LANDING									

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CROCKETT, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CROCKETT, TX	Runway Ident - N/A
Wind Dir/Speed- 200/012 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 - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 12000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 9	Make/Model- 23	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 430	Last 90 Days- 15
		Multi-Eng - 3200	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED AFTER THE ACCIDENT THAT HE WAS IN LEVEL FLIGHT AT 1400 FEET MSL WHEN HE APPLIED CARBURATOR HEAT AS A PRECAUTIONARY MEASURE DUE TO FAVORABLE CARB ICING CONDITIONS. THE ENGINE BEGAN RUNNING ROUGH AND QUIT WITHIN 2 TO 3 SECONDS. ATTEMPTS TO RESTART THE ENG WERE UNSUCCESSFUL. THE PILOT WAS FORCED TO LAND IN A HEAVILY WOODED AREA AND THE ACFT COLLIDED WITH TREES BEFORE FALLING TO THE GROUND.

Brief of Accident (Continued)

File No. - 2319

12/24/84

GRAPELAND, TX

A/C Reg. No. N5743F

Time (Lc1) - 1230 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2280 10/25/84 HEBER CITY,UT A/C Reg. No. N9561Z Time (Lc1) - 1400 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C-45H	Eng Make/Model - P&W R985-HB	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	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	ROOSEVELT,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SALT LAKE CITY,UT	HEBER VALLEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 03
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 510
SE LAND,ME LAND	Months Since - 4	Make/Model- 60
	Aircraft Type - UNK/NR	Instrument- 44
		Multi-Eng - 60
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT, PLT NOTED GRADUAL LEFT ENG OIL PRESS DROP FROM NORMAL 70 PSI TO 20 PSI. PLT SHUT DOWN LEFT ENG, FEATHERED PROP AND DIVERTED TO ALTERNATE AIRPORT. EN ROUTE TO ALTERNATE PLT ATTEMPTED TO RESTART LEFT ENG TO AVOID SINGLE-ENGINE LANDING. PLT STATED ACFT BATTERY WAS "GROUND DOWN" BY UNSUCCESSFUL START ATTEMPTS. ON ARRIVAL AT AIRPORT, GEAR WOULD NOT LOWER BY ELECTRICAL SYSTEM DUE LOW BATTERY OUTPUT. PLT ATTEMPTED TO LOWER GEAR MANUALLY BUT INSUFFICIENT TIME AND ALTITUDE REMAINED TO COMPLETE OPERATION BEFORE LANDING. PLT ATTEMPTED SINGLE-ENGINE GO-AROUND WITH GEAR PARTIALLY EXTENDED. ACFT WOULD NOT MAINTAIN ALTITUDE. PLT EXECUTED FORCED LANDING IN OPEN FIELD, ELEVATION 5600 FT MSL.

Brief of Accident (Continued)

File No. - 2280

10/25/84

HEBER CITY,UT

A/C Reg. No. N9561Z

Time (Lcl) - 1400 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL REGULATOR - PRESSURE TOO LOW
2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - SELECTED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,ANXIETY/APPREHENSION - PILOT IN COMMAND
6. ENGINE ACCESSORIES,ENGINE STARTER - OTHER
7. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
8. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND
10. AIRCRAFT PERFORMANCE,ENGINE OUT CAPABILITY - DETERIORATED
11. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
12. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
13. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

14. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
15. TERRAIN CONDITION - OPEN FIELD

-----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) 1,9,13,14,15

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2271 10/27/84 GLEN CANYON,UT A/C Reg. No. N9842L Time (Lcl) - 1345 MDT

-----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 - CESSNA 320B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL TS10-470-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/020 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
SAME AS ACC/INC
Destination
PAGE,AZ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BULLFROG BASIN
Runway Ident - 01
Runway Lth/Wid - 3500/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 54

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - C-320B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6339	Last 24 Hrs	- 3
Make/Model-	450	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20
Multi-Eng	- 4000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF ROLL, PLT NOTED 5 INCH DIFFERENCE IN MANIFOLD PRESSURE BETWEEN THE ENGS. ACFT BEGAN TO DRIFT TO THE RIGHT. PLT APPLIED CORRECTIVE DIFFERENCE POWER, RUDDER AND AILERON TO CORRECT DRIFT, BUT STATED A GUST OF WIND CAUSED FURTHER RIGHT DRIFT. RIGHT MAIN LANDING GEAR DEPARTED THE RWY SURFACE INTO SOFT SAND, CAUSING INCREASED PULL TO THE RIGHT DESPITE PLT'S EFFORTS. PLT INITIATED ABORT AND APPLIED BRAKES, BUT ACFT SWERVED OFF RWY AND COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 2271

10/27/84

GLEN CANYON,UT

A/C Reg. No. N9842L

Time (Lcl) - 1345 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - GROUND RUN

Finding(s).

1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

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) 3

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2260 8/16/84 VIRGINIA BEACH, VA A/C Reg. No. N1717C Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - OTHER WORK USE	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7KCAB	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIP-FUEL INJECTED	
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	LOCAL	ATLANTIC AIR PARK
Wind Dir/Speed- 030/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 10200
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A BANNER TOW PICK-UP, RUDDER JAMMED FULL RIGHT. PLT APPLIED BOTH FEET TO LEFT RUDDER PEDAL IN ATTEMPT TO CONTROL DIRECTION OF FLT. LEFT RUDDER CABLE THEN FAILED IN OVERLOAD AS BANNER ENGAGED POWER LINE AND BROKE FREE. DIRECTIONAL CONTROL REQUIREMENTS ON LANDING EXCEEDED CAPABILITY OF BRAKES. ACFT DRIFTED LEFT ON ROLL OUT AND COLLIDED WITH TREES. INSPECTION INDICATED TOW CABLE ENTANGLED WITH LEFT RUDDER HORN DURING PICK-UP.

Brief of Accident (Continued)

File No. - 2260

8/16/84

VIRGINIA BEACH,VA

A/C Reg. No. N1717C

Time (Lc1) - 1400 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation OTHER

Finding(s)

1. PICK-UP EQUIPMENT - UNDETERMINED
2. FLT CONTROL SYST, RUDDER CONTROL - JAMMED
3. FLT CONTROL SYST, RUDDER CONTROL - OVERLOAD

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2246 9/09/84 LYNCHBURG,VA A/C Reg. No. N29RH Time (Lcl) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-31-325
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-A2B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 040/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 5500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LYNCHBURG,VA

Destination

SUSSEX,NJ

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LYNCHBURG

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 955

Make/Model- UNK/NR

Instrument- 111

Multi-Eng - 514

Last 24 Hrs - UNK/NR

Last 30 Days- 19

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PLT REPORTED TO THE TOWER THAT THE LEFT ENG HAD FAILED. THE PROP WAS FEATHERED AND A LEFT TURN TO DOWNWIND INITIATED. IN THE TURN THE RIGHT ENG FAILED AND THE ACFT FLEW INTO TREES IN A RESIDENTIAL AREA ABOUT 1 MILE FROM THE ARPT. NO MECHANICAL MALFUNCTIONS WERE DISCOVERED. NO FUEL WAS FOUND IN EITHER ENGINE. THE FUEL SELECTORS FOR BOTH ENGS WERE ON THE OUTBOARD POSITIONS. PRIOR TO DEPARTURE THE MAIN FUEL TANKS WERE FILLED. NO FUEL WAS ADDED TO THE OUTBOARD TANKS. IMPACT RUPTURED THE RIGHT OUTBOARD TANK. APRX 1 CUP OF FUEL WAS DRAINED FROM THE LEFT TANK.

Brief of Accident (Continued)

File No. - 2246

9/09/84

LYNCHBURG, VA

A/C Reg. No. N29RH

Time (Lc1) - 1115 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2384

6/20/84

SUGARBUSH,VT

A/C Reg. No. N13HH

Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - ROLLADEN-SCHNEIDER LS-4
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/006 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
SUGARBUSH,VT
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 59

Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 641	Last 24 Hrs -	5
Make/Model-	160	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST LIFT & MADE AN EMERGENCY LANDING IN A FIELD. DURING THE LANDING THE ACFTS WING STRUCK A HAYSTACK WHICH PITCHED THE NOSE OF THE ACFT DOWN. THIS RESULTED IN A HARD LANDING & GROUND LOOP.

Brief of Accident (Continued)

File No. - 2384

6/20/84

SUGARBUSH,VT

A/C Reg. No. N13HH

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2215 9/15/84 KELS0,WA A/C Reg. No. N1054Q Time (Lcl) - 0720 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	5

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	OLYMPIA,WA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ROSEBURG,OR	KELS0
Wind Dir/Speed- 100/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 25000 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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2822
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - PA-44	Make/Model- 80
		Last 30 Days- UNK/NR
		Instrument- 651
		Last 90 Days- 51
		Multi-Eng - 495

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CLIMBING THROUGH 4,000 FT THE ENGINE FAILED. EMERGENCY PROCEDURES RESULTED IN A MOMENTARY RESTORATION OF POWER PRIOR TO THE FORCED LANDING. DURING FINAL APPROACH THE LEFT WING STRUCK A TREE. THE RIGHT MAIN LANDING GEAR COLLAPSED DURING THE LANDING ROLL. INVESTIGATION OF THE ENGINE AND FUEL SYSTEM REVEALED NO MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2215

9/15/84

KELSO, WA

A/C Reg. No. N1054Q

Time (Lc1) - 0720 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. OBJECT - TREE(S)

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2353 10/07/84 ASHFORD,WA A/C Reg. No. N739UW Time (Lcl) - 1400 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 172N	Eng Make/Model - LYCOMING O-320-H2AP	ELT Installed/Activated - YES/NO ^a
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	KENT,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ASHFORD,WA	HEWITT
Wind Dir/Speed- 200/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2470/ 50
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUND LOOPED DURING A LANDING IN A GUSTY X-WIND. AFTER DIRECTIONAL CONTROL WAS LOST THE ACFT VEERED OFF THE RWY STRIKING TREES. NO ACCIDENT REPORT FORM WAS FILED BY THE PLT.

Brief of Accident (Continued)

File No. - 2353

10/07/84

ASHFORD, WA

A/C Reg. No. N739UW

Time (Lcl) - 1400 PDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2240 12/02/84 WATERVILLE,WA A/C Reg. No. N14DC Time (Lc1) - 1400 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 -DESCENT			0	0	0	1	2

-----Aircraft Information-----

Make/Model - CESSNA 414	Eng Make/Model - CONTINENTAL TS10-520J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6350	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	RENTON,WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WATERVILLE,WA	WATERVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 07
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3060/ 50
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4058
SE LAND,ME LAND	Months Since - 20	Last 24 Hrs - 1
	Aircraft Type - C-310K	Make/Model- 130
		Instrument- 580
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Multi-Eng - 1328

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON ARRIVAL AT THE DEST ARPT THE PLT ELECTED TO PERFORM A TOUCH & GO LANDING IN ORDER TO EVALUATE RWY BRAKING ACTION. DURING CLIMB OUT AFTER THE TOUCH & GO AT ABOUT 100 FT AGL AND 100 TO 105 KTS THE ACFT YAWED TO THE RIGHT AS THE NOSE PITCHED UP. DESPITE FULL LEFT AILERON AND RUDDER THE ACFT ROLLED RIGHT INTO AN APRX 120 DEG BANK ANGLE AND BEGAN TO SHAKE VIOLENTLY. POWER WAS REDUCED ON THE LEFT ENGINE AND THE ACFT IMPACTED AT ABOUT A 45 DEGREE ANGLE OF BANK. DISASSEMBLY OF THE RIGHT ENGINE REVEALED NO MECHANICAL MALFUNCTIONS OR INTERRUPTIONS OF FUEL FLOW.

Brief of Accident (Continued)

File No. - 2240

12/02/84

WATERVILLE,WA

A/C Reg. No. N14DC

Time (Lc1) - 1400 PST

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(VMC) - NOT MAINTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2293

8/02/84

EAU CLAIRE,WI

A/C Reg. No. N83WH

Time (Lc1) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - VIKING DRAGON FLY
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1075
No. of Seats - 2

Eng Make/Model - VOLKSWAGON 1600 CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 45 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 040/006 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OSHKOSH,WI
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

EAU CLARIE COUNTY
Runway Ident - 04
Runway Lth/Wid - 7300/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1000	Last 24 Hrs - 6
Make/Model- 100	Last 30 Days- UNK/NR
Instrument- 18	Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED ACFT TOUCHDOWN LEFT MAIN GEAR FIRST AND BOUNCE TWICE BEFORE REMAINING ON THE RWY. THE LEFT CONARD COLLAPSED DURING THE LANDING. THE LANDING GEAR IS ATTACHED AT CANARD TIP ON THIS MAKE/MODEL.

Brief of Accident (Continued)

File No. - 2293

8/02/84

EAU CLAIRE,WI

A/C Reg. No. N83WH

Time (Lc1) - 1500 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2264

8/18/84

PALMYRA,WI

A/C Reg. No. N18683

Time (Lcl) - 0010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -FERRY

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 - CESSNA 150L

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MILWAUKEE,WI

Destination

PALMYRA,WI

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PALMYRA

Runway Ident - 09

Runway Lth/Wid - 2100

Runway Surface - DIRT

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

Age - 56

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 12754

Last 24 Hrs - 4

SE LAND,ME LAND,SE SEA

Months Since - 3

Make/Model- 4025

Last 30 Days- UNK/NR

GLIDER

Aircraft Type - UNK/NR

Instrument- 607

Last 90 Days- 241

Multi-Eng - 590

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT ENTERED LANDING PATTERN AFTER MAINTENANCE FERRY FLT, CHECKED LIGHTED WIND INDICATOR & EVALUATED WIND AS CALM. PLT EXECUTED TIGHT, CLOSE-IN BASE DUE TO ELECTRIC BILLBOARD DRAG FACTOR & NOTED STRONG WIND BLOWING ACFT AWAY FROM RUNWAY. ACFT BEGAN TO LOSE ALTITUDE RAPIDLY. PLT APPLIED PWR BUT WAS UNABLE TO ARREST DESCENT. ACFT TOUCHED DOWN OFF RUNWAY & COLLIDED WITH GROUND OBSTRUCTIONS.

Brief of Accident (Continued)

File No. - 2264

8/18/84

PALMYRA, WI

A/C Reg. No. N18683

Time (Lc1) - 0010 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - DOWNDRAFT
 4. COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT IN COMMAND
 5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
 7. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2239 9/03/84 APPLETON,WI A/C Reg. No. N683SC Time (Lcl) - 1700 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	0

-----Aircraft Information-----

Make/Model - UNGERECHT Q-2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - REVEMASTER 2100
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 010/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1600 FT SCATTERED
Lowest Ceiling - 2100 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
APPLETON,WI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data

OUTAGAMIE CO.
Runway Ident - 29
Runway Lth/Wid - 5201/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 229	Last 24 Hrs	- 1
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF ON THE THIRD FLIGHT OF THE NEW HOMEBUILT AIRCRAFT THE PILOT SMELLED "SOMETHING HOT" AND NOTED A HIGH CYLINDER HEAD TEMP. DURING THE SUBSEQUENT PRECAUTIONARY LANDING THE PLT FLARED THE ACFT 3-4 FT ABOVE THE RWY RESULTING IN A HARD LANDING AND DAMAGE TO THE LEFT CANARD. NO MECHANICAL MALFUNCTIONS WERE REPORTED.

Brief of Accident (Continued)

File No. - 2239

9/03/84

APPLETON, WI

A/C Reg. No. N683SC

Time (Lc1) - 1700 CDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 2. FLARE - PREMATURE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2296

9/07/84

SHEBOYGAN,WI

A/C Reg. No. N4571Y

Time (Lc1) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA25

Eng Make/Model - LYCOMING O-540-B2C5

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 235 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 135/015 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 28

Runway Lth/Wid - 2600

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age - 39

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9988

Last 24 Hrs - UNK/NR

Make/Model- 5140

Last 30 Days- UNK/NR

Instrument- 200

Last 90 Days- 220

Multi-Eng - 1406

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT INITIATED TAKEOFF IN STRONG GUSTY X-WIND. APPROACHING TREE LINE, ACFT BEGAN TO SINK. PLT TURNED TO AVOID TREES AND STALLED ACFT. LOAD JETTISON WAS TOO LATE TO AID IN STALL RECOVERY AND ACFT MUSHED INTO GROUND.

Brief of Accident (Continued)

File No. - 2296

9/07/84

SHEBOYGAN, WI

A/C Reg. No. N4571Y

Time (Lc1) - 1430 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. LOAD JETTISON - DELAYED - PILOT IN COMMAND
8. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2299 9/10/84 DE PERE, WI A/C Reg. No. N2265N Time (Lcl) - 1430 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	1	0
Accident Occurred During	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- DENIL SONERA II	Eng Make/Model	- VOKESWAGON 1700CC	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT</p> <p>Lowest Ceiling - 3500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PULASKI, WI</p> <p>Destination GREEN BAY, WI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data MARTINS AERODROME</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2000/ 100</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 400	Last 24 Hrs - 1
SE LAND	Months Since - 4	Make/Model- 60	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 50	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT ON INITIAL CLIMB, HE BECAME DISTRACTED BY AN INSECT IN THE COCKPIT AND THE ACFT DRIFTED OFF THE RIGHT SIDE OF THE RWY, COLLIDING WITH TELEPHONE LINES NEAR THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 2299

9/10/84

DE PERE,WI

A/C Reg. No. N2265N

Time (Lc1) - 1430 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
 3. OBJECT - WIRE,TRANSMISSION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2348 10/20/84 DODGEVILLE, WI A/C Reg. No. N734YR Time (Lc1) - 1200 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
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 240/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DELAVAL, WI

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DODGEVILLE

Runway Ident - 30

Runway Lth/Wid - 2750/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 67

Make/Model- 67

Instrument- 16

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED A LANDING ON RWY 30 WHICH IS 85 FT HIGHER IN ELEV AT THE APPROACH END OF THE RWY THAN THE DEPARTURE END. THIS WAS THE PLT'S FIRST FLT TO THIS ARPT. THE ACFT TOUCHED DOWN FURTHER DOWN THE RWY THAN INTENDED SO THE PLT APPLIED PWR TO ABORT THE LANDING. THE PLT STATED THE WIND WAS GUSTY AND THAT A DOWNDRAFT WAS ENCOUNTERED DURING THE CLIMBOUT WHICH RESULTED IN THE ACFT CONTACTING TREES.

Brief of Accident (Continued)

File No. - 2348

10/20/84

DODGEVILLE,WI

A/C Reg. No. N734YR

Time (Lc1) - 1200 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. WEATHER CONDITION - GUSTS
7. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2349 11/18/84 WILD ROSE,WI A/C Reg. No. N2428L Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	Pass 0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STEVENS POINT,WI
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 - 22
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 147	Last 24 Hrs	- 2
Make/Model-	57	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS FLYING AT 500 FT AGL OVER AN OPEN MARSH THAT IS SURROUNDED BY HIGHER TERRAIN COVERED WITH PINE TREES, LOOKING FOR HIS FATHER WHO WAS HUNTING IN THE AREA. THE PLT CONTINUED TO STATE THAT HE BECAME PREOCCUPIED WITH TRYING TO IDENTIFY A PERSON ON THE GROUND AND THUS WAS NOT WATCHING HIS ALTITUDE. HE ENTERED A CLIMBING LEFT TURN AT WHICH TIME HE HEARD SOMETHING HIT THE ACFT WHICH WAS LATER DETERMINED TO BE A TREE.

Brief of Accident (Continued)

File No. - 2349

11/18/84

WILD ROSE,WI

A/C Reg. No. N2428L

Time (Lcl) - 1515 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. ALTITUDE - IMPROPER - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2258 8/20/84 WEST HAMLIN, WV A/C Reg. No. N4230S Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- ROTOR WAY SCORPION 133	Eng Make/Model	- UNKNOWN UNKNOWN	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 100/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 9.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current	- 196	Last 24 Hrs - UNK/NR
	Months Since	- N/A	Last 30 Days - UNK/NR
	Aircraft Type	- N/A	Last 90 Days - UNK/NR
		Instrument-	0

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS OBSERVED PROCEEDING OVER OPEN FIELD USED AS AIR STRIP IN LEVEL FLT, APRX 130 FT AGL, AT 50 KTS. AT END OF FIELD ACFT BEGAN LEFT TURN, NOSE DROPPED TO STEEP DESCENT ATTITUDE WHICH CONTINUED TO GROUND IMPACT. POST-MORTEM SHOWED TRIPLE-BYPASS SURGERY GRAFTS HAD SIGNIFICANT ATHEROSCLEROTIC WALL THICKENING TO 80 PERCENT COMPROMISE WITH PRESENT CONTAINED THROMBUS. EXTREMITY LACERATIONS AND SEVERAL INTERNAL FRACTURES WERE ABSENT OF HEMORRHAGE.

Brief of Accident (Continued)

File No. - 2258

8/20/84

WEST HAMLIN,WV

A/C Reg. No. N4230S

Time (Lc1) - 1930 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2245 12/23/84 MOUNDSVILLE,WV A/C Reg. No. N60209 Time (Lcl) - 1745 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOUNDSVILLE,WV
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MOUNDSVILLE
Runway Ident - 04
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 45

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	52	Last 24 Hrs - UNK/NR
Make/Model-	52	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PILOT DEPARTED WITH BOTH FUEL TANKS INDICATING SLIGHTLY OVER 1/4 FULL. 2.3 HRS LATER THE POWER LOSS OCCURRED IN A DESCENT TO THE DEST ARPT. THE OPERATOR DRAINED ABOUT 15 OUNCES OF FUEL FROM THE ACFT AND OBSERVED NO FUEL SPILLAGE AT THE SITE. TOUCHDOWN AIRSPEED WAS EXCESSIVE IN THE FLAPS-UP FORCED LNDG AND THE ACFT COLLIDED WITH TREES DURING THE ROLL OUT.

Brief of Accident (Continued)

File No. - 2245

12/23/84

MOUNDSVILLE, WV

A/C Reg. No. N60209

Time (Lc1) - 1745 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2277 8/31/84 ROCK SPRINGS,WY A/C Reg. No. N3110U Time (Lc1) - 1528 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 182F	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ELKO,NV	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ROCK SPRINGS,WY	ROCK SPRINGS/SWEETWATER
Wind Dir/Speed- 220/023 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
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 - 992
SE LAND	Months Since - 13	Make/Model- 466
	Aircraft Type - C-182F	Instrument- 160
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING OPERATED ON THE RETURN LEG OF FLT FROM CALIFORNIA TO WISCONSIN. A LANDING APCH WAS MADE TO RWY 27 AT ROCK SPRINGS (ELEV 6747), TEMP WAS 76 DEGREES, WIND 220 AT 23 KTS. ACFT WAS OBSERVED TO BOUNCE BACK INTO THE AIR AFTER TOUCHDOWN AND THEN INITIATE A CLIMB DURING WHICH THE WINGS WERE NOTED TO BE WAVERING. ACFT ENTERED A STEEP RIGHT BANK AND DESCENDED TO GROUND IMPACT. DENSITY ALTITUDE CALCULATED AS 9000 FT. FLAPS WERE FOUND IN THE FULL UP POSITION AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2277

8/31/84

ROCK SPRINGS,WY

A/C Reg. No. N3110U

Time (Lc1) - 1528 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
3. GO-AROUND - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2281 12/25/84 CODY,WY

A/C Reg. No. N1212A

Time (Lc1) - 1500 MST

-----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	1	0	0
Accident Occurred During	-MANEUVERING	Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
GREYBULL,WY
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)
STUDENT

Age - UNK/NR

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	63
Make/Model-	50
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	39

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD THE ACFT OWNER'S (EMPLOYER) PERMISSION TO USE THE ACFT FOR SOLO PRACTICE TOWARD OBTAINING HIS PRIVATE PLT CERTIFICATE. PLT WAS RANCH EMPLOYEE AND KNEW ONE RANCH MANAGER WOULD BE LOOKING FOR SHEEP, PLT DIVERTED FROM INSTRUCTOR'S RECOMMENDATION TO PRACTICE TAKE-OFFS AND LANDINGS & FLEW TO AREA OF SEARCH. USING ACFT'S ON BOARD LOUDSPEAKER. PLT FLEW OVER MANAGER'S VEHICLE BROADCASTING ANNOUNCEMENT. ABOUT 1/2 HOUR LATER, ACFT AGAIN FLEW OVER VEHICLE, PLT MADE UNINTELLIGIBLE BROADCAST AND DISAPPEARED FROM VIEW. MANAGER HEARD IMPACT SOUNDS. ACFT HAD COLLIDED WITH RIDGE. PLT RECALLED BEING IN A TURN AT IMPACT.

Brief of Accident (Continued)

File No. - 2281

12/25/84

CODY,WY

A/C Reg. No. N1212A

Time (Lc1) - 1500 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7

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. - 2282 12/31/84 JACKSON, WY A/C Reg. No. N3898Y Time (Lcl) - 1145 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -QUEEN CITY HELICOPTERS, I	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	2
Accident Occurred During -LANDING					None
					1
					3

-----Aircraft Information-----

Make/Model - BELL 206-L3	Eng Make/Model - ALLISON 250-C30P	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 317 LBS THRUST	

-----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- 270/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - SNOW - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2670
SE LAND,ME LAND	Months Since - 1	Make/Model- 1000
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 120
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 55
		Rotorcraft - 2485

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

PLT HAD LANDED ON PREPARED AREA (SNOW PACKED DOWN BY HELI SKI GUIDE) TO EMBARK SKI PASSENGERS. ON DEPARTURE PLT LIFTED TO HOVER, TURNED TO DESIRED HDG AND INITIATED FORWARD TRANSITION. AS ACFT PASSED BOUNDARY OF PACKED SNOW, ROTOR WASH PICKED UP SOFT LOOSE SNOW, OBSCURING VISUAL REFERENCES. ACFT HAD NOT ACHIEVED TRANSLATIONAL LIFT AND ENGINE WAS AT MAX TORQUE OUTPUT, NEGATING CLIMB. PLT ATTEMPTED TO "SET ACFT DOWN" BUT RUN-ON LANDING RESULTED. DUE TO EXCESS FORWARD SPEED AND SOFT SNOW, ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2282

12/31/84

JACKSON, WY

A/C Reg. No. N3898Y

Time (Lc1) - 1145 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB
1. TERRAIN CONDITION - SNOW COVERED
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

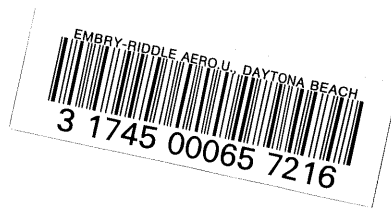
Occurrence #2 NOSE OVER
Phase of Operation LANDING

Finding(s)
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
5. RUN ON LANDING - INADVERTENT - PILOT IN COMMAND
6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,4,7



NTSB-AAB-86-08

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