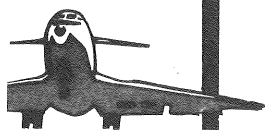


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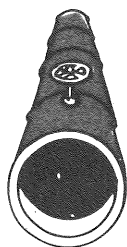
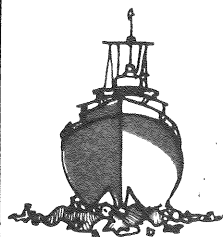
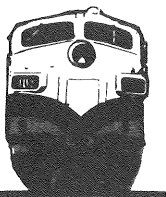


NATIONAL TRANSPORTATION SAFETY BOARD

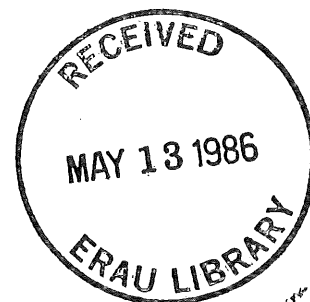
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

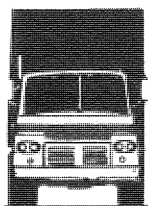
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 13 OF 1984 ACCIDENTS



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UNITED STATES GOVERNMENT

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16. Abstract 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. File Numbers: 2401 through 2600					
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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 cowling, 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 13

CALENDAR YEAR 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2401	94453	072884	FLOYDADA, TX	CESSNA	152	NONE	370
2402	64896	072284	FRIENDSWOOD, TX	CESSNA	152	NONE	368
2403	113B	072084	MCALLEN, TX	BEECHCRAFT	D-18S	NONE	366
2404	2961H	070784	WELCH, TX	SCHWEIZER	SGS 1-26E	SERIOUS	364
2405	732RJ	082984	HOWELL, MI	CESSNA	210M	NONE	234
2406	499LG	090284	PONTIAC, MI	PIPER	PA-24-260	NONE	236
2407	41638	070884	PLATTSBURG, MO	CULVER	LFA	FATAL	248
2408	4797Q	082784	DELAVAN, MN	CESSNA	A188B	NONE	242
2410	4999C	070884	BENNINGTON, KS	BRANTLY	B-2	MINOR	190
2411	8815L	071984	POLLARD, AR	PIPER	PA-25-235	MINOR	58
2412	4187B	060884	MARYSVILLE, OH	BELLANCA	17-30A	MINOR	318
2413	120R	052784	MIDDLEFIELD, OH	ISTENES	OLDFIELD B	SERIOUS	316
2414	12G	051984	WHITE BEAR LAKE, MN	MEYERS	LIL TOOT	SERIOUS	240
2415	4090	070784	NEW IBERIA, LA	MOONEY	M-18LA	FATAL	204
2416	2676Q	060984	CASCADE, CO	CESSNA	182K	FATAL	102
2417	3173L	070284	ENGLEWOOD, CO	BELL	206B	FATAL	104
2418	8003H	062484	MEARS, MI	LAKE AIRCRAF	LA-4-200	MINOR	232
2419	5204M	062184	OSHKOSH, WI	BEECHCRAFT	B-19	NONE	384
2420	540JC	061084	MIDDLETOWN, OH	MAULE	M-4	NONE	320
2421	757TV	101584	ORMOND BEACH, FL	CESSNA	152	NONE	132
2422	8222K	070984	MC GEHEE, AR	GRUMMAN	G164B	NONE	56
2423	14JV	122384	NAPLES, FL	GREAT LAKES	2T-1A-2	NONE	156
2424	528Y	082484	OAK GROVE, LA	GRUMMAN	G-164	NONE	208
2425	6765Z	071684	CHADRON, NE	PIPER	PA-25-235	NONE	276
2426	4561U	112484	VAN BUREN, MO	CESSNA	150	MINOR	256

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2427	14AT	080684	TRENTON, NJ	BEECHCRAFT	B55	NONE	288
2428	89980	081384	E. WINDSOR, CT	CESSNA	152II	NONE	116
2429	1DL	122784	MORRISVILLE, VT	BEECHCRAFT	P35	NONE	378
2430	73ED	080484	OCEANPORT, NJ	CESSNA	C305A	MINOR	286
2431	739ZU	081784	NANTUCKET, MA	CESSNA	172N	MINOR	220
2432	91353	100484	WAUCHULA, FL	PIPER	PA-38-112	SERIOUS	128
2433	4665E	060384	HOUMA, LA	CESSNA	A185F	FATAL	202
2434	6473P	062984	MINCO, OK	CESSNA	152	FATAL	334
2435	13030	110984	JUNCTION CITY, KS	CESSNA	R172E	NONE	194
2436	6584G	112084	JOPLIN, MO	CESSNA	150L	NONE	254
2437	323BE	092184	DOLAN SPRINGS, AZ	CESSNA	411	NONE	66
2438	2073S	100384	REDDING, CA	CESSNA	T210L	MINOR	82
2439	6052M	120784	SALINAS, CA	BEECH	A36	MINOR	94
2440	44110	102084	APPLE VALLEY, CA	HARVARO	MK IV/AT-6	NONE	90
2441	8663F	120884	BOULEVARD, CA	HUGHES	269C	NONE	96
2442	22505	120584	UKIAH, CA	CESSNA	150	NONE	92
2443	34992	121484	SANTA MARIA, CA	CESSNA	177RG	NONE	98
2444	87459	081284	SKWENTNA, AK	REPUBLIC	RC-3	NONE	4
2445	2779C	081684	BARTER ISLAND, AK	CESSNA	170B	NONE	10
2446	4660U	081684	ILIAMNA, AK	CESSNA	U206	MINOR	12
2447	94505	091684	SKWENTNA, AK	CESSNA	152 II	NONE	28
2448	94491	091784	ANCHORAGE, AK	CESSNA	152 II	NONE	30
2449	69789	042884	MCKINNEY, TX	CESSNA	310Q	FATAL	348
2450	8469D	091784	MONTAGUE ISLAND, AK	PIPER	PA-18A	NONE	32
2451	28895	092984	BORREGO SPRINGS, CA	BELL	47G-2	MINOR	80

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2452	77G	090184	BYRON, CA	PIPER	PA-22-135	NONE	68
2453	9541U	092884	MOLOKAI, HI	GRUMMAN AMER	AA1C	FATAL	164
2454	9157X	092084	LINCOLN, CA	CESSNA	182D	MINOR	74
2455	235LY	091184	BIG LAKE, AK	MAULE	M-5-235C	NONE	24
2456	3467Y	090184	CORDOVA, AK	CESSNA	180	NONE	16
2457	61556	090984	ILIAMNA, AK	CESSNA	A185F-II	NONE	22
2458	2180J	062584	GALVESTON, TX	BELL	212	MINOR	354
2459	6901S	080384	BURLINGTON, CT	CESSNA	150H	SERIOUS	114
2460	8640L	072884	ARAPAHOE, NE	PIPER	PA-25-235	MINOR	278
2461	1048R	082984	LITTLETON, CO	RAVEN	S55A	SERIOUS	106
2462	2133C	111384	EADS, TN	CESSNA	195B	MINOR	346
2463	98995	113084	EDEN PRAIRIE, MN	CESSNA	310R	NONE	246
2464	4959H	090884	RIALTO, CA	CESSNA	152	NONE	70
2465	638	091484	HOLLISTER, CA	FOCKE WULF	44J STIEGL	NONE	72
2466	2246W	092084	PASO ROBLES, CA	BELL	206B	SERIOUS	76
2467	62AT	090484	CLAM GULCH, AK	ARCTIC AIRCR	S-1B2	NONE	20
2468	5215P	062384	GIDDINGS, TX	CESSNA	152	NONE	352
2469	46407	102184	BERLIN, WI	CESSNA	172K	NONE	392
2470	66039	092484	SALINAS, CA	CESSNA	180K	NONE	78
2471	1890L	102484	NORTH PLATTE, NE	BEECH	A36	NONE	280
2472	7217Y	052984	CHARLOTTE, NC	PIPER	PA-30	SERIOUS	264
2474	5345J	062084	CINCINNATI, OH	CESSNA	340A	FATAL	322
2475	2104D	120984	GIG HARBOR, WA	PIPER	PA-44-180	FATAL	382
2476	8042B	090384	OAK GROVE, WI	PIPER	PA-18-150	FATAL	388
2477	3805X	022584	MONTICELLO, IN	CESSNA	310K	FATAL	182

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2478	3267V	063084	ALBUQUERQUE, NM	BEECH	35	FATAL	300
2479	1377S	092084	CHICAGO, IL	CESSNA	182P	NONE	174
2480	2124R	082784	CRAWFORDSVILLE, IN	CESSNA	182G	NONE	184
2481	9108R	072284	STRATFORD, SD	CESSNA	A188B	NONE	344
2482	1268W	082784	GRAND FORKS, ND	WEATHERLY	201B	NONE	268
2483	5124X	120884	SPANISH FORK, UT	HUGHES	369D	NONE	372
2484	3648A	122284	TAYLOR, UT	PIPER	PA-22-135	NONE	374
2485	738CY	100684	YOUNGSTOWN, OH	CESSNA	172N	NONE	326
2486	41483	102084	LAKE VILLAGE, IN	PIPER	PA28-151	MINOR	188
2487	8108F	100484	WEST BRANCH, MI	CESSNA	150F	MINOR	238
2488	3730S	100684	CINCINNATI, OH	BEECH	BE-77	NONE	324
2489	83HL	100684	COLUMBUS, OH	MCCOY	KR-2	MINOR	328
2490	80941	100684	XENIA, OH	CESSNA	172M	NONE	330
2491	2381A	112284	PLAINFIELD, IL	PIPER	PA-22-135	NONE	180
2492	5543	111284	BEDFORD, IL	BEECHCRAFT	D-45 (T-34	SERIOUS	178
2493	22667	092284	INDIANAPOLIS, IN	CESSNA	150H	NONE	186
2494	402NQ	120384	BOISE, ID	CESSNA	402C	NONE	172
2495	5701G	090784	SPANAWAY, WA	CESSNA	150	NONE	380
2496	738OM	111784	INDIAN MEADOWS, ID	CESSNA	175	NONE	168
2497	1424Y	120684	CRESWELL, OR	CESSNA	172C	MINOR	336
2498	77227	121084	WASILLA, AK	CESSNA	140	NONE	46
2499	2616H	100684	TWENTYNINE PALM, CA	SCHWEIZER	SGS 2-33	SERIOUS	84
2500	3SE	100784	CORNING, CA	BEECH	H35	MINOR	86
2501	3890Q	101984	WESTMORELAND, CA	CESSNA	172L	SERIOUS	88
2502	38085	102984	FT. WALTON BEACH, FL	BEECH	76	NONE	138

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2503	89PB	090784	NAPLES, FL	CESSNA	402C	FATAL	124
2504	49483	062984	WASHINGTON, OK	CESSNA	152	NONE	332
2505	55HT	070784	LUBBOCK, TX	BEECH	95-B55	SERIOUS	362
2506	13871	052784	KINNER, LA	CESSNA	177B	FATAL	200
2507	1078N	051684	MT MCKINLEY VIL, AK	BELL	206L-1	NONE	2
2508	6267A	081684	MARLBORO, NJ	PIPER	PA-38-112	MINOR	292
2509	2328H	081984	CHARLESTOWN, RI	ERCOUPE	415-E	MINOR	342
2510	613AW	090184	MANSFIELD, MA	BEECH	A23A	NONE	222
2511	3313S	082184	PINE GROVE MILL, PA	CESSNA	210J	MINOR	340
2512	5545L	082184	MERCER, PA	CESSNA	152II	MINOR	338
2513	4905B	081984	ELLCOTTVILLE, NY	CESSNA	152	NONE	304
2514	24397	082084	CALDWELL, NJ	PIPER	PA-38-112	NONE	294
2515	8427A	030384	GOODWAY, AL	PIPER	PA-32RT-30	FATAL	50
2516	7401F	121384	ALBERMARLE, NC	HUGHES	269C	MINOR	266
2517	65665	082184	MANVILLE, NJ	CESSNA	172P	NONE	296
2518	18ZZ	082384	TETERBORO, NJ	PIPER	PA-601P	NONE	298
2519	49985	072484	MANSFIELD, MA	CESSNA	152	MINOR	216
2519	8172	072484	MANSFIELD, MA	STOLP	SA-300	MINOR	218
2520	6031K	080684	HANOVER, NJ	CESSNA	150	NONE	290
2521	54465	071284	MADISON, CT	CESSNA	172PII	NONE	112
2522	215NY	100684	ESSEX, NY	CESSNA	172I	SERIOUS	312
2523	67TR	091984	WORCESTER, MA	FULLER/FINDL	VARIEZE	FATAL	224
2524	35699	111784	DIXIE, ID	CESSNA	U206	FATAL	170
2526	777WM	110384	JASPER, FL	PIPER	PA-30	SERIOUS	142
2527	8208	111084	HOMESTEAD, FL	LET KUNOBICA	L-13	NONE	148

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2528	19AN	112584	RUTLAND, VT	PIPER	J-3	SERIOUS	376
2530	3908M	120184	STERLING, AK	PIPER	PA-12	FATAL	44
2531	757DZ	090284	MITCHELLVILLE, MD	CESSNA	152	MINOR	226
2532	2414L	090884	ELLENDAL, DE	PIPER	PA-38-112	NONE	118
2533	5258E	091184	GAITHERSBURG, MD	CESSNA	172N	NONE	228
2534	4363T	090484	MONTICELLO, NY	PIPER	PA-28R-200	NONE	308
2535	48738	122984	FARGO, ND	CESSNA	152	NONE	272
2536	23152	102484	BERTHOLD, ND	PIPER	PA-38-112	FATAL	270
2537	9159C	030384	BOSTON, MA	CESSNA	R182	NONE	212
2538	9485P	090184	MONTAUK, NY	PIPER	PA-24-260C	NONE	306
2539	759RP	091584	LAUREL, MD	CESSNA	182Q	NONE	230
2540	65719	091384	WHITE PLAINES, NY	CESSNA	172P	NONE	310
2541	35965	101384	MILES CITY, FL	PIPER	J3C-65	NONE	130
2542	48661	082684	PEMBROKE PINES, FL	CESSNA	152	FATAL	120
2543	5023P	090184	CHANDALAR LAKE, AK	PIPER	PA-24-180	NONE	14
2544	9322V	050684	NEW BLAINE, AR	MOONEY	M20C	FATAL	54
2545	194JL	081384	NABESNA GLACIER, AK	PIPER	PA-18	NONE	6
2546	102CD	052784	SAN ANTONIO, TX	BELL	206B	SERIOUS	350
2547	4314D	073084	LAKE CHARLES, LA	PIPER	PA-28-161	FATAL	206
2548	554	063084	EL PASO, TX	CESSNA	421B	NONE	356
2549	25466	070584	GEORGETOWN, TX	PIPER	PA-38-112	SERIOUS	360
2550	953AA	102784	SPRINGVILLE, AL	FOUR SEASONS	AMERICAN A	MINOR	52
2551	66964	102884	CHICAGO, IL	CESSNA	172	NONE	176
2552	29GW	090484	WEST PALM BCH, FL	BELL	206L-1	NONE	122
2553	40238	071484	LAKEVILLE, NY	RAVEN	S55A	SERIOUS	302

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
2554	8336V	112584	BLAINE, MN	PIPER	PA-28RT-20	NONE	244
2555	21596	112284	CHAMBERS ISLAND, WI	PIPER	PA-32RT-30	SERIOUS	394
2556	67HB	070184	KILLEEN, TX	STEPHENS	AKRO-MASTE	FATAL	358
2557	5926V	101984	WEST PALM BEACH, FL	PIPER	PA-28-161	SERIOUS	134
2558	2894S	111984	COZAD, NE	PIPER	PA-28RT-20	FATAL	282
2559	54729	102684	TITUSVILLE, FL	CESSNA	172P	NONE	136
2560	49504	102984	WEST BAY, FL	AEROSPATIALE	SA-315-B	MINOR	140
2561	6867G	110984	ORLANDO, FL	CESSNA	150	SERIOUS	146
2562	3102U	101484	HIATTVILLE, KS	CESSNA	182F	FATAL	192
2563	7647U	053184	DENVER, CO	BOEING	727-222	NONE	100
2564	1561P	081484	MCKINLEY, AK	PIPER	PA-18A	NONE	8
2565	64011	121484	FT. SMITH, AR	CESSNA	180K	FATAL	62
2566	3664M	121184	NORFOLK, NE	PIPER	PA-28R-201	NONE	284
2567	6770U	092484	BIMINI, OF	MOONEY	M20C	MINOR	314
2568	714YJ	092684	LITTLE S. SIMONS, GA	CESSNA	C-152	NONE	160
2569	7431P	091684	ROCKLEDGE, FL	PIPER	PA-24-250	NONE	126
2570	1554Y	111584	TITUSVILLE, FL	CESSNA	172C	NONE	152
2571	5560H	111784	PARKLAND, FL	PIPER	PA-11	MINOR	154
2572	335W	061784	BROKEN BOW, NE	BEECH	C35	FATAL	274
2573	5019N	120584	RIFLE, CO	BELL	205A-1	NONE	108
2574	3180Z	122584	POPLAR, MT	PIPER	PA-18	MINOR	260
2575	9033H	123084	FT. COLLINS, CO	CESSNA	172	NONE	110
2576	8435Z	092184	HIGHWOOD, MT	CESSNA	205	FATAL	258
2577	38444	111084	GAINESVILLE, FL	PIPER	PA-28R-201	NONE	150
2578	8028K	092284	CAIRN MOUNTAIN, AK	STINSON	108-2	MINOR	38

File Order Listing - Issue No. 13, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2579	12023	092384	KING SALMON, AK	MAULE	M-4	NONE	40
2580	9143L	091984	ANCHORAGE, AK	CHAMPION	7KCAB	MINOR	34
2581	4343F	112584	NICHOLASVILLE, KY	PIPER	PA-28-140	NONE	196
2582	966K	123184	MARION, MT	CESSNA	180	NONE	262
2583	4467X	041884	CONCORD, MA	PIPER	PA-28R-200	FATAL	214
2584	8444M	110884	MAYPORT, FL	CESSNA	T210M	MINOR	144
2585	5086W	080484	PALMYRA, WI	PIPER	PA-28-160	FATAL	386
2586	2898D	101984	BRUCE, WI	PIPER	PA-32-300	FATAL	390
2587	6767B	122484	GIRDWOOD, AK	PIPER	PA-18	MINOR	48
2588	9820M	090384	TOK, AK	MAULE	M-4-210C	NONE	18
2589	4801M	091384	TASNUNA VALLEY, AK	PIPER	PA-11	SERIOUS	26
2590	39174	112084	FAIRBANKS, AK	EMBRAER	EMB-110	NONE	42
2591	1688Z	092184	MT PLUMMER, AK	CESSNA	185	NONE	36
2592	2049G	122384	LAKE CHARLES, LA	BEECH	A36	FATAL	210
2593	6666P	122584	FT KNOX, KY	PIPER	PA-24-250	NONE	198
2594	1046L	121084	GRIFFIN, GA	LAKE	LA-4-200	NONE	162
2595	756TN	090984	OTTUMWA, IA	CESSNA	R182	SERIOUS	166
2596	761YR	092184	BRECKENRIDGE, MO	CESSNA	T210M	MINOR	252
2597	1357N	081184	CUMMING, GA	BOEING	A75N1	MINOR	158
2598	30755	082984	BLOOMFIELD, MO	CESSNA	177B	FATAL	250
2599	203AT	122084	PINE BLUFF, AR	PIPER	PA-28-151	SERIOUS	64
2600	84654	100884	CARLISLE, AR	AERONCA	7AC	MINOR	60

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 13 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2507 5/16/84 MT MCKINLEY VIL,AK A/C Reg. No. N1078N Time (Lcl) - 1055 ADT

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

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

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

Make/Model	- BELL 206L-1	Eng Make/Model	- DET DIESEL 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKI	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	DENALI AIRSTRIP,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 100.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
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,CFI	Current - YES	Total - 3328	Last 24 Hrs - 5
SE LAND	Months Since - 1	Make/Model- 37	Last 30 Days- UNK/NR
HELICOPTER ,FREE BALLOON	Aircraft Type - 206L-1	Instrument- 0	Last 90 Days- 97
			Rotorcraft - 3200

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER EXPERIENCED AN ENGINE FAILURE WHILE CRUISING AT ABOUT 600 FT AGL. THE PILOT MADE A FORCED LANDING DURING WHICH THE MAIN ROTOR BLADES COLLIDED WITH TREES. EXAMINATION OF THE AIRCRAFT FUEL SYSTEM REVEALED THAT THE CHECK VALVES LOCATED IN THE FUEL LINES WHICH TRANSFER FUEL FROM THE FORWARD FUEL CELL TO THE AFT FUEL CELL WERE WORN AND ONE OF THE CHECK VALVES WAS STUCK IN THE CLOSED POSITION. FURTHER EXAMINATION OF THE FUEL MANIFOLD, WHICH CONTAINS TWO MORE POPPET VALVES, REVEALED THAT ONE OF THE POPPET PARTICLES WAS FOUND IN ALL OF THESE CHECK VALVES. WITH BOTH POPPET VALVES CLOSED, THE FUEL BOOST PUMPS WILL NOT SUPPLY PRESSURE TO THE SINGLE FUEL LINE, TO THE FUEL PRESSURE TRANSDUCER OR TO THE ENGINE.

Brief of Accident (Continued)

File No. - 2507

5/16/84

MT MCKINLEY VIL,AK

A/C Reg. No. N1078N

Time (Lcl) - 1055 ADT

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

Finding(s)

1. FUEL SYSTEM,LINE - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - TREE(S)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2444

8/12/84

SKWENTNA, AK

A/C Reg. No. N87459

Time (Lcl) - 1900 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

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

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

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

Eng Make/Model - FRANKLIN 6A8-215-B9F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 215 HP

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 200.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIRCHWOOD, AK
Destination
SKWENTNA, AK

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SKWENTNA
Runway Ident - 27
Runway Lth/Wid - 3500/ 150
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	466	Last 24 Hrs -	1
Make/Model-	6		Last 30 Days-	UNK/NR
Instrument-	51		Last 90 Days-	5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE, PLT WAS TROUBLESHOOTING RHYTHMIC POWER INTERRUPTION (MISSING) WHEN FIRE BROKE OUT IN THE ENGINE COMPARTMENT. PLT HEADED FOR ARPT, GEAR DOWN, BUT ELECTED TO MAKE A PRECAUTIONARY LANDING OFF ARPT WHEN THE FIRE INTENSIFIED. LANDING GEAR SHEARED IN HEAVY BRUSH ON TOUCHDOWN. PLT STATED THE ACFT HAD CONSIDERABLE MAINTENANCE PERFORMED ON THE ENGINE 1.5 HOURS PRIOR TO THIS FLIGHT BUT THERE WERE NO LOG BOOK ENTRIES OF WORK PERFORMED. QUALIFICATIONS/CERTIFICATION OF MAINTENANCE PERSON CITED AS PERFORMING WORK ARE UNDETERMINED. ACFT WAS DESTROYED BY POST-LANDING FIRE, NEGATING PRECISE FINDING OF ORIGINAL FIRE SOURCE/CAUSE.

Brief of Accident (Continued)

File No. - 2444

8/12/84

SKWENTNA, AK

A/C Reg. No. N87459

Time (Lcl) - 1900 ADT

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. MAINTENANCE - IMPROPER - UNQUALIFIED PERSON

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

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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. - 2545 8/13/84 NABESNA GLACIER, AK A/C Reg. No. N194JL Time (Lcl) - 1600 ADT

-----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

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 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- 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
DEVIL MOUNTAIN, AK
Destination
NABESNA GLACIER, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 27
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 430
Last 24 Hrs - 2
Make/Model- 118
Last 30 Days- UNK/NR
Instrument- 15
Last 90 Days- 48
Multi-Eng - 50

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DUE TO OBSTACLES AND DOWNDRAFTS A HIGHER THAN NORMAL APPROACH WAS FLOWN TO THE UNIMPROVED GRAVEL AND SAND LANDING AREA. TOUCHDOWN WAS LONG AND HEAVY BRAKING WAS APPLIED. AS THE ACFT ROLLED INTO A SANDY AREA AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2545

8/13/84

NABESNA GLACIER, AK

A/C Reg. No. N194JL

Time (Lc1) - 1600 ADT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. TERRAIN CONDITION - SOFT
 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) 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. - 2564

8/14/84

MCKINLEY, AK

A/C Reg. No. N1561P

Time (Lcl) - 1100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-18A
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 - NO

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

Weather Data

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

Itinerary

Last Departure Point
YANERT RIVER, AK
Destination
MCKINLEY PARK, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	307	Last 24 Hrs -	1
Make/Model-	206	Last 30 Days-	UNK/NR	
Instrument-	46	Last 90 Days-	82	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED WHILE ATTEMPTING A TAKEOFF FROM A GRAVEL BAR. THE PLT ESTIMATED THE USEABLE AREA FOR TAKEOFF AS 400 TO 500 FT. INVESTIGATION REVEALED THAT THE DENSITY ALTITUDE WAS AT LEAST 3400 FT MSL. A TEST ENG RUN AFTER THE ACFT WAS RECOVERED, DETERMINED THAT THE CARBURETOR HEAT "BUTTERFLY" VALVE FUNCTIONED NORMALLY IN THE "ON" POSITION BUT WHEN PLACED IN THE "OFF" POSITION WOULD ONLY OPEN PARTIALLY. THIS PREVENTED THE ENG FROM DELIVERING FULL STATIC POWER DURING THE TEST.

Brief of Accident (Continued)

File No. - 2564

8/14/84

MCKINLEY,AK

A/C Reg. No. N1561P

Time (Lcl) - 1100 ADT

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

Finding(s)

1. CARBURETOR HEAT CONTROL - FAILURE,PARTIAL
2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
3. ABORTED TAKEOFF - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2445

8/16/84

BARTER ISLAND, AK

A/C Reg. No. N2779C

Time (Lc1) - 0530 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/015 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HULAHULA RIVER, AK
Destination
BETTLES, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 32
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 190	Last 24 Hrs	- UNK/NR
Make/Model-	190	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	33

Instrument Rating(s) - NONE

-----Narrative-----

PLT LANDED ON A GRAVEL BAR IN WILDERNESS FOR HUNTING. TWO DAYS LATER, ESTIMATING ABOUT 1400 FT OF USABLE SURFACE WAS AVAILABLE FOR TAKEOFF, HE ELECTED TO TAKEOFF UPHILL TO TAKE ADVANTAGE OF A SLIGHT HEADWIND CONDITION IN THAT DIRECTION. THE SURFACE OF LOOSE SAND AND GRAVEL VARIED IN SOFTNESS. THE ACFT BECAME AIRBORNE IN GROUND EFFECT AS THE END OF USABLE SURFACE WAS REACHED BUT A WIND SHIFT AT THAT POINT PRECLUDED CLIMB AWAY FROM RISING TERRAIN. ACFT COLLIDED WITH A (RIVER) CUT BANK. CALCULATIONS SHOW A MINIMUM OF 1580 FT REQUIRED FOR THIS ACFT/LOAD/SITUATION TO EFFECT SAFE TAKEOFF.

Brief of Accident (Continued)

File No. - 2445

8/16/84

BARTER ISLAND, AK

A/C Reg. No. N2779C

Time (Lc1) - 0530 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
8. AIRSPEED - INADEQUATE - PILOT IN COMMAND
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) 1,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2446

8/16/84

ILIAMNA,AK

A/C Reg. No. N4660U

Time (Lcl) - 1735 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA U206
Landing Gear - FLOAT
Max Gross Wt - 3500
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F-9
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- 090/007 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ILIAMNA,AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - WATER-CALM

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)
COMMERCIAL
SE LAND,SE SEA

Age - 53
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - 12000	Last 24 Hrs - UNK/NR
Make/Model- 270	Last 30 Days- UNK/NR
Instrument- 25	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT HAD DELIVERED NEW FLOAT PLANE. OWNER REQUESTED A DEMO FLT AS PILOT AT CONTROLS. PILOT IN COMMAND PERMITTED THIS DESPITE KNOWLEDGE THAT OWNER HAD NO FLOAT PLANE EXPERIENCE. TAKEOFF AND PATTERN CIRCUIT WERE NORMAL. LANDING FLARE APPEARED SLIGHTLY NOSE LOW TO PIC, BUT ACCEPTABLE. ON TOUCHDOWN, OWNER FAILED TO HOLD BACK PRESSURE ON ELEVATOR AS FLOATS "DUG IN." ACFT PITCHED FORWARD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2446

8/16/84

ILIAMNA, AK

A/C Reg. No. N4660U

Time (Lcl) - 1735 ADT

Occurrence

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RELINQUISHING OF CONTROL - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
 3. FLARE - INADEQUATE - COPILOT
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT
 5. ELEVATOR - IMPROPER USE OF - COPILOT
 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, GLASSY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2543 9/01/84 CHANDALAR LAKE, AK A/C Reg. No. N5023P Time (Lcl) - 1700 ADT

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

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

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

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point CHANDALAR LAKE, AK	
Method - TELEPHONE	Destination FAIRBANKS, AK	Airport Data CHANDELAR LAKE
Completeness - FULL		Runway Ident - 03
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4500/ 80
Wind Dir/Speed- 110/011 KTS	Type of Flight Plan - VFR	Runway Surface - GRAVEL
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 71	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF ROLL APRX 1/2 WAY DOWN THE GRAVEL STRIP, THE ACFT WENT INTO BRUSH OFF THE SIDE OF THE RWY. THERE WERE NO REPORTED MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2543

9/01/84

CHANDALAR LAKE, AK

A/C Reg. No. N5023P

Time (Lcl) - 1700 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
6. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2456

9/01/84

CORDOVA,AK

A/C Reg. No. N3467Y

Time (Lcl) - 1430 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

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

Make/Model - CESSNA 180

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2800

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 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- 090/020 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

CORDOVA,AK

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,SE SEA

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 - 1000

Make/Model- 340

Instrument- 40

Last 24 Hrs - 1

Last 30 Days- 4

Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE CIRCLED THE LANDING AREA & THEN BEGAN A LOW PASS (UPWIND LEG) AT 30 TO 40 FT AGL WHEN THE ACFT STARTED TO SETTLE. HE APPLIED FULL POWER, BUT THE ACFT STRUCK THE GROUND IN A LEVEL ATTITUDE & ROLLED TO A STOP IN A BOULDER PATCH. DURING THE OCCURRENCE, THE LEFT ELEVATOR & THE TAIL WHEEL ASSEMBLY WERE DAMAGED. THE PLT REPORTED THAT THE WIND WAS FROM 090 DEG AT 20 PLUS KTS.

Brief of Accident (Continued)

File No. - 2456

9/01/84

CORDOVA, AK

A/C Reg. No. N3467Y

Time (Lcl) - 1430 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 2588 9/03/84 TOK,AK A/C Reg. No. N9820M Time (Lcl) - 1700 ADT

-----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
					1

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

Make/Model - MAULE M-4-210C	Eng Make/Model - CONTINENTAL IO-360-A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	UNKNOWN,UN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		SNOW - DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 550
SE LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - M-6	Make/Model- 50
		Last 30 Days- 10
		Instrument- 25
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED ON AN UNIMPROVED AIRSTRIP AND THE LANDING GEAR COLLAPSED DURING THE LANDING ROLL. THE PLT INDICATED HE SHOULD HAVE AVOIDED THE ROUGH AIRSTRIP.

Brief of Accident (Continued)

File No. - 2588

9/03/84

TOK, AK

A/C Reg. No. N9820M

Time (Lc1) - 1700 ADT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2467 9/04/84 CLAM GULCH,AK A/C Reg. No. N62AT Time (Lcl) - 1445 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - ARCTIC AIRCRAFT S-1B2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
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
CLAM GULCH,AK
Destination
KASILOF,AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - S1B2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 131 Last 24 Hrs - 5
Make/Model- 74 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT ON TAKEOFF FROM A 600 FT LONG GRAVEL BAR, THE ACFT HIT A CLUMP OF BRUSH WITH THE RT MAIN LANDING GEAR. HE STATED THAT THE ACFT TURN INTO THE PATH OF TALLER BRUSH, SO HE REDUCED THE PWR AND LANDED, TURN 180 DEGREES AFTER IMPACT. THE PLT ASLO STATED "I NOW KNOW THAT THE BUSH FLYING IN ALASKA, A PERSON NEEDS A LOT MORE EXPERIENCE THAN I HAVE."

Brief of Accident (Continued)

File No. - 2467

9/04/84

CLAM GULCH, AK

A/C Reg. No. N62AT

Time (Lc1) - 1445 ADT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7,9,10

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

Brief of Accident

Time (Lc1) - 0730 ADT

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

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

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

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

Current	-	UNK/NR	T
Months Since	-	UNK/NR	M
Aircraft Type	-	UNK/NR	I

Total	-	3620	Last 24 Hrs	-	3
Make/Model	-	480	Last 30 Days	-	UNK/NR
Instrument	-	110	Last 90 Days	-	242
Multi-Eng	-	120			

Instrument Rating(s) - AIRPLANE

THE FLOAT PLANE PLT BEGAN TAKING OFF FROM A SMALL LAKE IN CALM WIND & GLASSY WATER CONDITIONS. REALIZING THE SITUATION WAS MARGINAL, HE REDUCED POWER TO ABORT (BEFORE LIFTING OFF) & BEGAN A STEP TURN TO THE LEFT. THE PLT REPORTED THAT THE RADIUS OF THE TURN WAS LARGER THAN THE POND'S SHORELINE. BEFORE STOPPING, THE ACFT HIT THE BANK, WHICH WAS ABOUT 12 INCHES HIGH & CONTINUED ABOUT 20 FT THROUGH SMALL SPRUCE TREES.

Brief of Accident (Continued)

File No. - 2457

9/09/84

ILIAMNA, AK

A/C Reg. No. N61556

Time (Lcl) - 0730 ADT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - WATER, GLASSY
 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 4. TERRAIN CONDITION - DIRT BANK
 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) 1,3

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. - 2455 9/11/84 BIG LAKE, AK A/C Reg. No. N235LY Time (Lcl) - 0930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - MAULE M-5-235C
Landing Gear - FLOAT
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J1A5D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 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- CALM

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

BROOKS RANGE, AK

Destination

GRAYLING LAKE, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 47

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - M-5

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 522

Make/Model- 270

Instrument- 4

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 81

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS TAKING OFF FROM A LAKE WHEN HE DECIDED THAT HE DID NOT HAVE SUFFICIENT ROOM TO CLEAR TREES IN HIS FLT PATH. HE ABORTED THE TAKEOFF & THE ACFT SETTLED ONTO A GRAVEL BERM & SLID INTO TUNDRA. THE PLT BELIEVED THAT THE ACCIDENT WOULD NOT HAVE OCCURRED IF HE HAD USED ALL OF THE LAKE FOR THE TAKEOFF OR HAD ABORTED SOONER. REPORTEDLY, THE LAKE HAD CALM/GLASSY WATER CONDITIONS.

Brief of Accident (Continued)

File No. - 2455

9/11/84

BIG LAKE, AK

A/C Reg. No. N235LY

Time (Lcl) - 0930 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - WATER, GLASSY
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2589 9/13/84 TASNUNA VALLEY, AK A/C Reg. No. N4801M Time (Lcl) - 0600 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-11
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

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

ELT Installed/Activated - YES/NO
Stall Warning System - 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
VALDEZ, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1124 Last 24 Hrs - 9
Make/Model- 1124 Last 30 Days- 150
Instrument- 0 Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THEY HAD JUST TAKEN OFF FROM A GRAVEL BAR WHEN THEY SPOTTED A MOOSE. HE CIRCLED THE MOOSE IN A LEFT ORBIT AT ABOUT 65 MILES PER HOUR. DURING ONE OF THE ORBITS THE "RIGHT WING FELL IN A DOWNWARD DIRECTION AND THE NOSE OF THE ACFT PITCHED DOWN AND THE AIRPLANE FELL TO THE GROUND."

Brief of Accident (Continued)

File No. - 2589

9/13/84

TASNUNA VALLEY, AK

A/C Reg. No. N4801M

Time (Lc1) - 0600 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2447 9/16/84 SKWENTNA, AK A/C Reg. No. N94505 Time (Lcl) - 1830 ADT

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

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

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

Make/Model	- CESSNA 152 II	Eng Make/Model	- LYCOMING O-235-N2C	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	- 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 - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 90.0 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>KAHILTNA RIVER, AK</p> <p>Destination</p> <p>ANCHORAGE, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 90</p> <p>Make/Model- 85</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 10</p>
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Instrument Rating(s) - NONE

-----Narrative-----

FBO HAD BEEN EXPERIENCING DIFFICULTIES WITH SPARK PLUGS AND MAGNETOS IN THIS ACFT. THE PLT HAD FLOWN THIS ACFT BEFORE WITH RECURRENT ROUGH RUNNING AND DIMINISHED POWER SYMPTOMS. ENG BEGAN TO RUN ROUGH ON THIS FLT AND PLT LANDED ON A SAND BAR (MARKED FOR ACFT USE) TO CHECK IGNITION LEADS AND FUEL FOR CONTAMINATION. ON TAKEOFF, TOTAL POWER LOSS WAS EXPERIENCED AS THE ACFT REACHED ABOUT 20 FT AGL. PLT DITCHED THE ACFT IN THE RIVER. INVESTIGATION REVEALED THE MAGNETO BEARINGS WERE SEIZED. SERVICE BULLETIN RECOMMENDING REPLACEMENT OF BEARINGS HAD NOT BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 2447

9/16/84

SKWENTNA, AK

A/C Reg. No. N94505

Time (Lc1) - 1830 ADT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. IGNITION SYSTEM, MAGNETO - BINDING(MECHANICAL)
3. MAINTENANCE, SERVICE BULLETINS - NOT PERFORMED - FBO PERSONNEL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2448 9/17/84 ANCHORAGE, AK A/C Reg. No. N94491 Time (Lcl) - 1429 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/005 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
ANCHORAGE, AK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

MERRILL
Runway Ident - 24
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 19
Last 24 Hrs - 1
Make/Model- 9
Instrument- 0
Last 30 Days- UNK/NR
Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PERFORMING TOUCH-AND-GO LNDG PRACTICE. ON THE SECOND LNDG TOUCHDOWN, THE LEFT WING DIPPED. THE PLT APPLIED RIGHT AILERON AND THE ACFT CONTINUED TOWARD TAXI LIGHTS. PLT APPLIED LEFT RUDDER TO AVOID TAXI LIGHTS AND ACFT HEADED TOWARD ANOTHER (PARKED) ACFT. PLT APPLIED MORE LEFT RUDDER TO AVOID PARKED ACFT AND WHEN HE SAW HE WOULD NOT PASS CLEAR, APPLIED BRAKES. BRAKE APPLICATION FAILED TO STOP ACFT BEFORE COLLISION OCCURRED.

Brief of Accident (Continued)

File No. - 2448

9/17/84

ANCHORAGE, AK

A/C Reg. No. N94491

Time (Lc1) - 1429 ADT

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

Finding(s)

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

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

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

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

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. - 2450 9/17/84 MONTAGUE ISLAND, AK A/C Reg. No. N8469D Time (Lcl) - 1530 ADT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 70.0 SM</p> <p>Lowest Sky/Clouds - 4000 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 MONTAGUE ISLAND, AK</p> <p>Destination MONTAGUE BEACH, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 154
SE LAND	Months Since - 3	Make/Model- 51
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ATTEMPTING TAKEOFF FROM A SAND BAR WHICH WAS NOT ONLY SOFT BUT SLOPED TO THE RIGHT TOWARD THE WATER. ON TAKEOFF ROLL, THE TAILWHEEL WAS RAISED PREMATURELY AND DIRECTIONAL CONTROL COULD NOT BE MAINTAINED WITH RUDDER. THE AIRCRAFT DRIFTED DOWNSLOPE TOWARD THE WATER AND COLLIDED WITH BEACH JETSAM.

Brief of Accident (Continued)

File No. - 2450

9/17/84

MONTAGUE ISLAND, AK

A/C Reg. No. N8469D

Time (Lcl) - 1530 ADT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SAND BAR

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

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE OBJECTS

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2580 9/19/84 ANCHORAGE, AK A/C Reg. No. N9143L Time (Lcl) - 1358 ADT

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

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

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

Make/Model	- CHAMPION 7KCAB	Eng Make/Model	- LYCOMING IO-320-E2A	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
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	OFF AIRPORT/STRIP
Method	- N/A	ANCHORAGE, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	ANCHORAGE, AK	
Wind Dir/Speed	- 180/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 2274
SE LAND, ME LAND, SE SEA	Months Since - 21	Make/Model	- 200
	Aircraft Type - C-177RG	Instrument	- 190
		Multi-Eng	- 275
		Last 24 Hrs	- 11
		Last 30 Days	- UNK/NR
		Last 90 Days	- 920

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT EQUIPPED ACFT CRASHED WHILE MANEUVERING NEAR A SMALL LAKE. THE PLT STATED THAT WHILE AT 1000 FT AGL THE ENG "COUGHED A FEW TIMES AND DIED". THE PLT TOLD THE RESCUE CREW THAT HIS ENG ICED-UP WHILE WAS AT LOW ALT. THE PASSENGER STATED THAT THE ACFT STALLED DURING A LOW LEVEL TURN. CONFLICTING STATEMENTS THROUGHOUT THE INVESTIGATION PROVIDED CONTRADICTORY INFORMATION CONCERNING THE OPERATION OF THIS FLT.

Brief of Accident (Continued)

File No. - 2580

9/19/84

ANCHORAGE, AK

A/C Reg. No. N9143L

Time (Lc1) - 1358 ADT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

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 - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2591 9/21/84 MT PLUMMER,AK A/C Reg. No. N1688Z Time (Lcl) - 1500 ADT

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

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

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	KIPCHUK RIVER,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MT PLUMMER,AK	
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 40.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 2000/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2308
SE LAND,ME LAND	Months Since - 1	Make/Model- 126
	Aircraft Type - C-206	Instrument- 104
		Multi-Eng - 388
		Last 24 Hrs - 1
		Last 30 Days- 50
		Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE LANDING IN A CROSSWIND, HE GROUND LOOPED THE AIRPLANE. THE ACFT DEPARTED THE AIRSTRIP SURFACE AND ROLLED OFF THE MOUNTAIN SIDE BACKWARD.

Brief of Accident (Continued)

File No. - 2591

9/21/84

MT PLUMMER,AK

A/C Reg. No. N1688Z

Time (Lcl) - 1500 ADT

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2578 9/22/84 CAIRN MOUNTAIN, AK A/C Reg. No. N8028K Time (Lcl) - 1130 ADT

-----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	2	0
Accident Occurred During -DESCENT					

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

Make/Model - STINSON 108-2	Eng Make/Model - LYCOMING O-435-A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAIRN MOUNTAIN, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 12000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - 24	Last 24 Hrs - 1
	Aircraft Type - 108-2	Make/Model- 112
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A TAKEOFF FROM A REMOTE AIRSTRIIP. THE PLT STATED THAT HE WALKED THE STRIP PRIOR TO STARTING THE TAKEOFF. HE SAID THAT IMMEDIATELY AFTER LIFTOFF THE ACFT BEGAN TO DRIFT LEFT. BEFORE HE WAS ABLE TO MAKE A CORRECTION THE TAIL OF THE ACFT STRUCK SOME TUNDRA AND THE ACFT DECELERATED AS IT DESCENDED BELOW THE RIDGELINE INTO SMALL TREES.

Brief of Accident (Continued)

File No. - 2578

9/22/84

CAIRN MOUNTAIN, AK

A/C Reg. No. N8028K

Time (Lcl) - 1130 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - DOWNDRAFT
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2579

9/23/84

KING SALMON, AK

A/C Reg. No. N12023

Time (Lc1) - 1330 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 100/015 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KING SALMON, AK
Destination
KENAI, AK

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 08
Runway Lth/Wid - 2500/ 50
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

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

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

Pilot-In-Command

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	423
Make/Model	11
Instrument	10
Multi-Eng	1
Last 24 Hrs	1
Last 30 Days	UNK/NR
Last 90 Days	25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER HE LIFTED THE TAIL OFF THE RWY THE ACFT ENCOUNTERED A GUST OF WIND AND HE LOST CONTROL SWERVING INTO A DITCH ADJACENT TO THE RWY.

Brief of Accident (Continued)

File No. - 2579

9/23/84

KING SALMON, AK

A/C Reg. No. N12023

Time (Lcl) - 1330 ADT

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----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. - 2590 11/20/84 FAIRBANKS, AK A/C Reg. No. N39174 Time (Lcl) - 1235 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-ARCTIC CIRCLE AIR, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- EMBRAER EMB-110	Eng Make/Model	- P&W PT6-34A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13007	Engine Type	- TURBOPROP		
No. of Seats	- 20	Rated Power	- 750 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TANANA, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS, AK	FAIRBANKS
Wind Dir/Speed - 320/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10300/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
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)	
ATP	Current - YES	Total - 5172	Last 24 Hrs - 7
SE LAND, ME LAND	Months Since - 6	Make/Model - 772	Last 30 Days - UNK/NR
	Aircraft Type - 110	Instrument - 679	Last 90 Days - 280
		Multi-Eng - 2572	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SUSTAINED SUBSTANTIAL DAMAGE WHEN THE LANDING GEAR COLLAPSED DURING LANDING. TESTS CONDUCTED BY THE ACFT OPERATOR AND ACFT MANUFACTURER FAILED TO PROVIDE ANY REASON FOR THE GEAR COLLAPSE. BOTH PLTS STATED THE GEAR WAS DOWN AND LOCKED UPON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2590

11/20/84

FAIRBANKS,AK

A/C Reg. No. N39174

Time (Lc1) - 1235 AST

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

LANDING - ROLL

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2530 12/01/84 STERLING, AK A/C Reg. No. N3908M Time (Lc1) - 1425 AST

-----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 - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

Eng Make/Model - LYCOMING O-290-D
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- CALM
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
STERLING, AK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-12

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 211 Last 24 Hrs - 1
Make/Model- 63 Last 30 Days- 9
Instrument- 4 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS OBSERVED THE ACFT AFTER A TOUCH AND GO LANDING ENTER A STEEP CLIMB TO APRX 150 FT ABOVE THE 30 FT TREES. THE LEFT WING AND THE NOSE DROPPED AND THE ACFT ROTATED ABOUT THE LONGITUDINAL AXIS UNTIL GROUND IMPACT. NO MECHANICAL MALFUNCTIONS WERE DISCOVERED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2530

12/01/84

STERLING, AK

A/C Reg. No. N3908M

Time (Lc1) - 1425 AST

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

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

-----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. - 2498 12/10/84 WASILLA, AK A/C Reg. No. N77227 Time (Lc1) - 1425 AST

-----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 -DESCENT			0	0	0
					2
					0

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTrip
Wx Briefing - FSS	Last Departure Point WASILLA, AK	
Method - TELEPHONE	Destination LOCAL	Airport Data
Completeness - FULL		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 030/007 KTS	Type of Flight Plan - NONE	Runway Surface - DIRT
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Sky/Clouds - 4000 FT SCATTERED	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling - 7000 FT BROKEN	FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 750
SE LAND,ME LAND,SE SEA	Months Since - 17	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 78
		Last 90 Days- 150
		Multi-Eng - 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON GO-AROUND DURING A SIMULATED FORCED LANDING OVER A DIRT LANDING STRIP ENGINE BEGAN TO SPUTTER AND RUN ROUGH. PLT STATED POWER WAS REDUCED AND ENGINE BEGAN TO RUN SMOOTH. FUEL TANK WAS SWITCHED AND 15 TO 20 SECONDS LATER, ENGINE QUIT. FORCED LANDING WAS MADE INTO TREE TOPS. ACFT SETTLED ALMOST VERTICALLY THROUGH TREES COMING TO REST ON ITS NOSE. PLT STATED CARBURETOR HEAT WAS USED DURING THE SIMULATED EMERGENCY DESCENT. NO MECHANICAL FAILURE OR MALFUNCTION COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 2498

12/10/84

WASILLA, AK

A/C Reg. No. N77227

Time (Lc1) - 1425 AST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
 3. ENGINE ASSEMBLY - UNDETERMINED
 4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

5. OBJECT - TREE(S)
-

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

Finding(s)

6. TERRAIN CONDITION - GROUND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2587 12/24/84 GIRDWOOD,AK A/C Reg. No. N6767B Time (Lcl) - 1555 AST

-----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 -DESCENT					

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANCHORAGE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GIRDWOOD,AK	GIRDWOOD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 01
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND	Months Since - 2	Make/Model- 300
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED A LOSS OF ELEVATOR CONTROL DURING THE TAKEOFF CLIMB PORTION OF A TOUCH-&-GO LANDING. EXAMINATION OF THE WRECKAGE DISCLOSED A BROKEN TURNBUCKLE THAT WAS STILL ATTACHED TO THE UPPER END OF THE ELEVATOR HORN.

Brief of Accident (Continued)

File No. - 2587

12/24/84

GIRDWOOD, AK

A/C Reg. No. N6767B

Time (Lcl) - 1555 AST

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

Finding(s)

1. FLIGHT CONTROL SYSTEM - FAILURE, TOTAL
 2. FLT CONTROL SYST, ELEVATOR CONTROL - FAILURE, TOTAL
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
 4. MAINTENANCE, LUBRICATION - NOT PERFORMED - OTHER MAINTENANCE PSNL
 5. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2515 3/03/84 GOODWAY, AL

A/C Reg. No. N8427A

Time (Lc1) - 1007 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-32RT-301T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD
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 - UNK/NR
Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW ORLEANS, LA

Destination

HICKORY, NC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - 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

Age - 39

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 327

Make/Model- 151

Instrument- 30

Multi-Eng - 1

Last 24 Hrs - 1

Last 30 Days- 15

Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

PLT RECEIVED TWO WEATHER BRIEFINGS PRIOR TO DEPARTURE. HE WAS TOLD OF AN APPROACHING COLD FRONT BUT THE FSS BRIEFER STATED "IF YOU GO NOW, IT'LL BE FINE." THE PLT DEPARTED ON THE VFR FLT TO HICKORY, NC, AND DID NOT FILE A FLT PLAN. RADAR INFO OBTAINED DURING THE INVESTIGATION REVEALED THAT N8427A WAS CRUISING AT 11,500 FT WHEN THE ACFT BEGAN A SERIES OF OSCILLATIONS THAT LED TO THE ACFT DESCENDING AT A RATE OF 15,000 FPM. WITNESSES NEAR THE ACCIDENT SITE STATED THAT THEY SAW THE ACFT DESCEND OUT OF THE BOTTOM OF A LOW CLOUD CEILING WITH THE WINGS AND EMPENNAGE SEPARATING JUST PRIOR TO THE GROUND IMPACT. THE PILOT WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 2515

3/03/84

GOODWAY,AL

A/C Reg. No. N8427A

Time (Lcl) - 1007 CST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - INADEQUATE - ATC PERSONNEL(FSS)
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - ICING CONDITIONS
6. WEATHER CONDITION - TURBULENCE IN CLOUDS
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
9. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

10. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
11. IMPROPER DECISION,SPATIAL DISORIENTATION - PILOT IN COMMAND
12. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
13. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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

Finding(s)

14. WING - SEPARATION
15. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
16. FLIGHT CONTROL,STABILATOR - SEPARATION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8,9,10,12,13,15

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. - 2550 10/27/84 SPRINGVILLE,AL A/C Reg. No. N953AA Time (Lc1) - 1630 CDT

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

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

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

Make/Model - FOUR SEASONS AVIATIONS AMERICAN	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 840	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 50 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPRINGVILLE,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 11	Make/Model- 37
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 45
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 150 FT THE PLT HEARD A NOISE AND OBSERVED A FIRE INVOLVING THE REAR PORTION OF THE ACFT. THE PLASTIC FUEL TANK RUPTURED AND BURNING FUEL WAS SUCKED AFT THROUGH THE PUSHER PROP. THE BALLISTIC PARACHUTE WAS DEPLOYED AND OPENED AS THE ACFT HIT A 60 FT TALL TREE. THE PLT STATED THE OPINION THAT THE FUEL TANK MOUNTING ASS'Y MAY HAVE FAILED ALLOWING THE FUEL TANK TO FALL ONTO THE ENG. EXAM OF THE ENG REVEALED THAT THE MOLDED FUEL TANK WAS BROKEN.

Brief of Accident (Continued)

File No. - 2550

10/27/84

SPRINGVILLE, AL

A/C Reg. No. N953AA

Time (Lc1) - 1630 CDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, TANK - DISCONNECTED
2. FUEL SYSTEM, TANK - LEAK
3. UNDETERMINED

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

Finding(s)

4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
5. OBJECT - TREE(S)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2544 5/06/84 NEW BLAINE, AR A/C Reg. No. N9322V Time (Lcl) - 1400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 170/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BENTON, AR

Destination

MIAMI, OK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 43

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DESPITE A WX BRIEFING FORECASTING IMC AND DISCOURAGING VFR FLIGHT, THE NON-INSTRUMENT RATED PLT DEPARTED APRX 1 HOUR BEFORE THE ACCIDENT. IMPACT OCCURRED IN WOODED RISING TERRAIN AT AN ELEVATION OF ABOUT 1,957 FT MSL AT AN APRX NOSE DOWN ATTITUDE OF 4 DEGS. THE WRECKAGE WAS MISSING UNTIL 9-22-84. AN NTSB WX SUMMARY FOUND PROBABLE CONDITIONS AT THE TIME OF THE ACCIDENT TO BE CLOUD BASES AT 1100 FT MSL WITH 0 VISIBILITY IN CLOUDS AND LESS THAN 3 MILES IN FOG BELOW THE LAYER. FORECAST WX FOR THE AREA WAS FOR IMC AND THUNDERSTORMS. POST CRASH FIRE CONSUMED MOST OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 2544

5/06/84

NEW BLAINE, AR

A/C Reg. No. N9322V

Time (Lc1) - 1400 CDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - FOG
3. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - RISING
7. 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) 3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2422

7/09/84

MC GEHEE,AR

A/C Reg. No. N8222K

Time (Lcl) - 1700 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - GRUMMAN G164B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P&W R-1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/004 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MC GEHEE,AR

Destination

LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	8634	Last 24 Hrs	-	4
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Make/Model	-	4800	Last 30 Days	-	140
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Instrument	-	156	Last 90 Days	-	275
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Multi-Eng	-	1200
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ENGAGED IN AN AERIAL APPLICATION FLT WHEN THE ENG LOST POWER. THE PLT MADE A FORCED LANDING IN A BEAN FIELD. DURING THE LANDING ROLL, THE ACFT STRUCK A LEVEE THAT WAS OBSCURED BY HIGH VEGETATION & NOSED OVER. A POST-ACCIDENT INVESTIGATION REVEALED THE CARBURETOR NEEDLE VALVE SEAT WAS LOOSE & ALLOWED FUEL TO BYPASS THE VALVE & ENTER THE INTAKE MANIFOLD. AN INTERVIEW WITH PERSONNEL THAT OVERHAULED THE CARBURETOR REVEALED THAT RECOMMENDED TORQUE VALVES WERE NOT BEING USED DURING INSTALLATION OF THE NEEDLE VALVE SEAT. AN INVESTIGATION ALSO REVEALED THAT PRIOR TO THIS FLT, THE ENG COULD NOT BE SHUT DOWN BY MOVING THE MIXTURE CONTROL TO THE "CUT-OFF" POSITION. TO STOP THE ENG ON PREVIOUS FLTS, THE PLT USED THE FUEL SELECTOR VALVE BY MOVING IT TO THE "OFF" POSITION.

Brief of Accident (Continued)

File No. - 2422

7/09/84

MC GEHEE,AR

A/C Reg. No. N8222K

Time (Lc1) - 1700 CDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - LOSS,TOTAL
2. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
4. FUEL SYSTEM,CARBURETOR - LEAK

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
6. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2411

7/19/84

POLLARD, AR

A/C Reg. No. N8815L

Time (Lcl) - 1030 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

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

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
POLLARD, AR
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 140/004 KTS
Visibility - 15.0 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 - NONE

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

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

Pilot-In-Command

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	3000
Make/Model	1000
Instrument	UNK/NR
Multi-Eng	28
Last 24 Hrs	10
Last 30 Days	10
Last 90 Days	200
Rotorcraft	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS SPOT SPRAYING A BEAN FIELD AND WAS AWARE OF THE LOCATION OF THE ELECTRICAL TRANSMISSION LINE. AS HE ATTEMPTED TO MANEUVER THE ACFT UNDER THE LINE, A WING MADE CONTACT WITH THE LINE AND THE ACFT IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2411

7/19/84

POLLARD,AR

A/C Reg. No. N8815L

Time (Lc1) - 1030 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. ALTITUDE - EXCEEDED - PILOT IN COMMAND
-

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

Finding(s)

4. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2600 10/08/84 CARLISLE, AR A/C Reg. No. N84654 Time (Lcl) - 1400 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	0	0
Accident Occurred During -LANDING					

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

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL 165-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KEO, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAZEN, AR	CARLISLE MUNICIPAL
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A PIECE OF FARM EQUIPMENT DURING A FORCE LANDING FOLLOWING ENGINE FAILURE. INVESTIGATION REVEALED THAT THE PLT WAS FLYING THE ACFT TO HAZEN, AR, TO SHOW IT TO HIS FATHER WHEN THE ENGINE FAILED. EXAMINATION OF THE WRECKAGE FAILED TO REVEAL ANY REASON FOR THE ENGINE FAILURE. THE PILOT DID NOT HAVE A LICENSE AND THE ACFT HAD LAST RECEIVED AN ANNUAL INSPECTION IN 1982.

Brief of Accident (Continued)

File No. - 2600

10/08/84

CARLISLE, AR

A/C Reg. No. N84654

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - VEHICLE
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2565 12/14/84 FT.SMITH,AR

A/C Reg. No. N64011

Time (Lc1) - 1607 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire NONE

Crew
Pass

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

Make/Model - CESSNA 180K
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - 1.000 SM

Lowest Sky/Clouds - 300 FT

Lowest Ceiling - 300 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROGERS,AR

Destination

LITTLE ROCK,AR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,SE SEA

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 - 2000

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES ALONG THE ARKANSAS RIVER OBSERVED THE ACFT FLYING LOW OVER THE RIVER, IN A NORTHEASTERLY DIRECTION. AS THE ACFT APPROACHED A SET OF HIGH VOLTAGE POWER LINES THAT CROSSED THE RIVER APRX 85 FT ABOVE THE WATER, IT BANKED LEFT AND THE RT WING STRUCK THE LOWER WIRES. THE ACFT IMPACTED THE WATER TAIL FIRST AND SUBMERGED. INVESTIGATION REVEALED THAT THE ENG AND PROPELLER SOUNDS WERE NORMAL PRIOR TO IMPACT. CONTINUITY OF THE CONTROL CABLES WERE ESTABLISHED. WX AT THE TIME OF ACCIDENT WAS ESTIMATED TO BE ABOUT 300 OVERCAST WITH ABOUT 1 MI VISIBILITY.

Brief of Accident (Continued)

File No. - 2565

12/14/84

FT.SMITH,AR

A/C Reg. No. N64011

Time (Lcl) - 1607 CST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 5. WEATHER CONDITION - LOW CEILING
 6. JUDGEMENT - NOT POSSIBLE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2599 12/20/84 PINE BLUFF, AR A/C Reg. No. N203AT Time (Lcl) - 1906 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	2	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-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR THIN OVC
Lowest Ceiling - 3700 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ANDALUSIA, AL
Destination
BENTON, AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	172	Last 24 Hrs -	5
Make/Model-	12		Last 30 Days-	8
Instrument-	4		Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A X-COUNTRY PERSONAL FLIGHT, THE PLT BECAME DISORIENTED NEAR PINE BLUFF, AR. HE FLEW FOR SEVERAL MINUTES BEFORE CONTACTING AIR TRAFFIC CONTROL FOR ASSISTANCE. WHILE BEING VECTURED TO THE PINE BLUFF AIRPORT BY ATC, THE ACFT RAN OUT OF FUEL AND CRASHED. WX AT THE TIME OF ACCIDENT WAS MARGINAL VFR WITH 3700 FT OVERCAST, 3 MILES VISIBILITY AND FOG.

Brief of Accident (Continued)

File No. - 2599

12/20/84

PINE BLUFF, AR

A/C Reg. No. N203AT

Time (Lc1) - 1906 CST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - OBSCURATION
3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

4. FLUID, FUEL - EXHAUSTION
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 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) 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. - 2437 9/21/84 DOLAN SPRINGS,AZ A/C Reg. No. N323BE Time (Lcl) - 1915 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

Eng Make/Model - CONTINENTAL GTSIO-520
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 340 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- 130/005 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
BULLHEAD CITY,AZ
Destination
DOLAN SPRINGS,AZ

Airport Proximity
ON AIRPORT

Airport Data

LAKE MOHAVE RANCHOS
Runway Ident - UNK/NR
Runway Lth/Wid - 3700/ 58
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

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

Total	- 2000	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) - UNK/NR

-----Narrative-----

AFTER LNDG, THE PLT WAS TAXIING BACK UP THE RWY TO A PARKING AREA WHEN THE NOSE WHEEL "FELL INTO" A SAND FILLED DEPRESSION IN THE SURFACE, COLLAPSING THE NOSE GEAR. COUNTY MAINTENANCE PERSONNEL HAD GRADED THE RWY SURFACE AFTER HEAVY RAINS BUT NO COMPACTION HAD BEEN PERFORMED. NO NOTAM OR OTHER ADVISORY HAD BEEN ISSUED.

Brief of Accident (Continued)

File No. - 2437

9/21/84

DOLAN SPRINGS, AZ

A/C Reg. No. N323BE

Time (Lc1) - 1915 MST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 2. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
 3. UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - AIRPORT PERSONNEL
 4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

----Probable Cause----

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

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. - 2452 9/01/84 BYRON, CA A/C Reg. No. N77G Time (Lc1) - 1300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Make/Model - PIPER PA-22-135
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1950
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 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- 225/012 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
BYRON, CA
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

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

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

Current - YES
Months Since - 30
Aircraft Type - PA22125

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 3000	Last 24 Hrs - UNK/NR
Make/Model- 1000	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 10
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENG LOST POWER AS THE ACFT WAS CLIMBING BETWEEN 400 & 600 FT. SUBSEQUENTLY, THE RIGHT GEAR COLLAPSED WHEN THE ACFT WAS LANDED ON ROLLING TERRAIN. THE PLT ESTIMATED THERE WAS ABOUT 2 GAL OF FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 2452

9/01/84

BYRON,CA

A/C Reg. No. N77G

Time (Lc1) - 1300 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2464

9/08/84

RIALTO, CA

A/C Reg. No. N4959H

Time (Lc1) - 1025 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

ELT Installed/Activated - YES/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 - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIALTO, CA
Destination
REDLANDS, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RIALTO MUNI
Runway Ident - 24
Runway Lth/Wid - 3600/ 75
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	95	Last 24 Hrs - 0
Make/Model-	95	Last 30 Days-	0
Instrument-	3	Last 90 Days-	17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THIS WAS THE FIRST FLT AFTER THE ENG HAD BEEN OVERHAULED. DURING THE TAKEOFF CLIMB AT AN ALT OF 500 FT THE ENG LOST PWR. THE PLT MADE A HARD LANDING ADJACENT TO THE RWY. EXAM OF THE ENG AFTER THE ACCIDENT REVEALED THE EXHAUST ROCKER ARM ADJUSTING HAD NOT BEEN TORQUED TO THE REQUIRED 450 INCH POUNDS, THUS EXCESSIVE CYLINDER PRESSURE DEVELOPED AND BENT THE INTAKE PUSHROD.

Brief of Accident (Continued)

File No. - 2464

9/08/84

RIALTO, CA

A/C Reg. No. N4959H

Time (Lcl) - 1025 PDT

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

Finding(s)

1. EXHAUST SYSTEM - OTHER
 2. ENGINE ASSEMBLY, PUSH ROD - BRITTLE FRACTURE
 3. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 ABRUPT MANEUVER
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
 5. FLARE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2465 9/14/84 HOLLISTER,CA A/C Reg. No. N638 Time (Lcl) - 1015 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - FOCKE WULF 44J STIEGLITZ
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1925
No. of Seats - 2

Eng Make/Model - SIEMENS HALSK SH14A
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- 240/004 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
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HOLLISTER MUNICIPAL
Runway Ident - 23
Runway Lth/Wid - 4350/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 57

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - EAGLE 2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3730	Last 24 Hrs	- 1
Make/Model-	11	Last 30 Days-	15
Instrument-	180	Last 90 Days-	23
Multi-Eng	- 32		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO COMMERCIAL RATED PILOTS WERE FLYING TOGETHER FOR THE PURPOSE OF GAINING PROFICIENCY SO THAT ONE OF THE PLT'S COULD PASS HIS BFR. THE ONE PLT WHO WAS NOT CURRENT PERFORMED TREE TAKEOFFS AND LANDINGS FROM THE FRONT SEAT. THE PLTS THEN SWITCHED SEATS AND THREE MORE TAKEOFFS AND LANDINGS WERE PERFORMED. ON THE LAST LANDING THE REAR SEAT PLT APPLIED THE BRAKES EXCESSIVELY AND THE ACFT GND LOOPED. THE ACFT IS EQUIPPED WITH DUAL FLT CONTROLS BUT ONLY ONE SET OF BRAKES, LOCATED IN THE REAR SEAT POSITION.

Brief of Accident (Continued)

File No. - 2465

9/14/84

HOLLISTER,CA

A/C Reg. No. N638

Time (Lc1) - 1015 PDT

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

Finding(s)

1. BRAKES(NORMAL) - EXCESSIVE - COPILOT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - COPILOT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
4. GROUND LOOP/SWERVE - INADVERTENT - COPILOT

-----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. - 2454 9/20/84 LINCOLN, CA A/C Reg. No. N9157X Time (Lcl) - 2100 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

1

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

Make/Model - CESSNA 182D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 320/007 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MEDFORD, OR

Destination

LINCOLN, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LINCOLN

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 - 49

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1500

Make/Model- 310

Instrument- 90

Multi-Eng - 50

Last 24 Hrs - 3

Last 30 Days- 7

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A DESCENT FROM 11,000 FT, THE ENG LOST POWER AT 3500 FT & WOULD NOT RESTART. AT THAT TIME, THE PLT NOTED THAT THE FUEL GAGES INDICATED THE RIGHT TANK WAS ABOUT 1/4 FULL & THE LEFT TANK WAS EMPTY. HE LANDED IN A RICE FIELD AT NIGHT WHERE THE NOSE GEAR COLLAPSED. ABOUT 1 QT OF FUEL WAS FOUND IN THE LEFT TANK & APRX 3 GAL WAS FOUND IN THE RIGHT TANK. ACCORDING TO THE FLT MANUAL, THE ACFT HAS 1.5 GAL OF UNUSABLE FUEL IN LEVEL, COORDINATED FLT, BUT UP TO 5 GAL UNUSABLE FUEL IN OTHER FLT CONDITIONS.

Brief of Accident (Continued)

File No. - 2454

9/20/84

LINCOLN, CA

A/C Reg. No. N9157X

Time (Lcl) - 2100 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 4. FLUID - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2466 9/20/84 PASO ROBLES, CA A/C Reg. No. N2246W Time (Lcl) - 0925 PDT

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES-UNK/NR
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 400 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	PASO ROBLES, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PASO ROBLES, CA	PASO ROBLES
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 - 400 FT	Type of Clearance - SPECIAL VFR	Runway Surface - N/A
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8797
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model- 812
HELICOPTER	Aircraft Type - 206	Instrument- 417
		Multi-Eng - 2230
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 145
		Rotorcraft - 3650

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT AFTER RECEIVING A SPECIAL VFR CLEARANCE HE TOOK OFF TO SPRAY A NEARBY FIELD. HE CONTINUED TO STATE THAT HE "MADE A COUPLE OF CIRCUITS OVER THE FIELD, OBSERVED THE TELEPHONE WIRES AND BEGAN SPRAYING. AFTER PERFORMING 2 OR 3 PASSES I HIT SOME TELEPHONE WIRES." THE PLT ALSO STATED THAT THE WIRE MAY NOT HAVE BEEN CLEARLY VISIBLE BECAUSE THE GRAY OVERCAST MADE THE GRAY POLES AND WIRES DISAPPEAR.

Brief of Accident (Continued)

File No. - 2466

9/20/84

PASO ROBLES, CA

A/C Reg. No. N2246W

Time (Lc1) - 0925 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. OBJECT - WIRE, STATIC
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

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

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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2470 9/24/84 SALINAS,CA A/C Reg. No. N66039 Time (Lcl) - 1326 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 180K
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/011 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALINAS,CA
Destination
SALINAS,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SALINAS MUNICIPAL
Runway Ident - 26
Runway Lth/Wid - 4995/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 737

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4752 Last 24 Hrs - 1
Make/Model- 20 Last 30 Days- UNK/NR
Instrument- 1250 Last 90 Days- 240
Multi-Eng - 1700 Rotorcraft - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE LANDED ON RWY 26 AND AFTER THE ACFT SLOWED DOWN TO APRX 15 TO 20 KTS, A GUST OF WIND LIFTED THE RT WING AND THE ACFT VEERED TO THE RT. THE PLT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND THE ACFT GROUND LOOPED COLLAPSING THE LEFT MAIN GEAR. THE WIND WAS REPORTED AS 340 DEGREES AT 11 KTS.

Brief of Accident (Continued)

File No. - 2470

9/24/84

SALINAS,CA

A/C Reg. No. N66039

Time (Lcl) - 1326 PDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2451 9/29/84 BORREGO SPRINGS, CA A/C Reg. No. N28895 Time (Lcl) - 1415 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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAXI					

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

Make/Model	- BELL 47G-2	Eng Make/Model	- LYCOMING VO-435-A1	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 240 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 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</p> <p>CHINO, CA</p> <p>Destination</p> <p>BORREGO SPRINGS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>BORREGO VALLEY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 65</p> <p>Make/Model- 46</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 11</p> <p>Last 90 Days- 46</p> <p>Rotorcraft - 65</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING, THE PLT HOVER TAXIED TO THE FUEL PUMPS TO REFUEL. WHILE MANEUVERING TO TOUCH DOWN AT THE PUMPS, THE MAIN ROTOR BLADE STRUCK A 10 TO 12 FT HIGH VENT PIPE. THE PLT REPORTED THAT THE VENT PIPES WERE PAINTED BLACK & WERE NOT READILY APPARENT WITH LOW TREES IN THE BACKGROUND.

Brief of Accident (Continued)

File No. - 2451

9/29/84

BORREGO SPRINGS,CA

A/C Reg. No. N28895

Time (Lc1) - 1415 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAXI - AERIAL

Finding(s)

1. OBJECT - AIRPORT FACILITY
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2438 10/03/84 REDDING,CA A/C Reg. No. N2073S Time (Lc1) - 1756 PDT

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

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

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

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VAN NUYS,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	REDDING,CA	BENTON
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2420/ 80
Lowest Sky/Clouds - 25000 FT THIN OVC	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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2064
SE LAND	Months Since - 11	Make/Model- 1580
	Aircraft Type - T-210	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 11
		Last 90 Days- 24
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

RUNWAY 15 WAS IN USE. PLT BROADCAST ON UNICOM FREQ INTENTION TO LAND RWY 15. PLT LANDED ON RWY 33 WITH A 10 KT TAILWIND. ON LANDING ROLL, PLT REALIZED HE WOULD NOT BE ABLE TO STOP ON REMAINING RWY & GO-AROUND WAS INITIATED. ACFT DID NOT ATTAIN FLYING SPEED BEFORE RUNNING OFF END OF RUNWAY INTO TREES. PLT CITED PREOCCUPATION WITH BUSINESS AND COMPLACENCY AS FACTORS.

Brief of Accident (Continued)

File No. - 2438

10/03/84

REDDING, CA

A/C Reg. No. N2073S

Time (Lcl) - 1756 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

6. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
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) 1,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2499 10/06/84 TWENTYNINE PALM,CA A/C Reg. No. N2616H Time (Lcl) - 1340 PDT

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

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

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

Make/Model - SCHWEIZER SGS 2-33	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKI/WHEEL	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 1040	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TWENTYNINE PALMS
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5520/ 47
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 - 63	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 800
SE LAND	Months Since - 7	Make/Model- UNK/NR
GLIDER	Aircraft Type - SGS233	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE BEING TOWED AT AN ALT OF APRX 200 FT AGL GLIDER WAS BELOW NORMAL TOW POSITION. GLIDER WAS PUT INTO A NOSE HIGH ATTITUDE FOR CORRECTION AND THE WEAK LINK IN THE TOW LINE SEPARATED. GLIDER STALLED, RT WING DROPPED AND ACFT CONTACTED THE TERRAIN.

Brief of Accident (Continued)

File No. - 2499

10/06/84

TWENTYNINE PALM,CA

A/C Reg. No. N2616H

Time (Lcl) - 1340 PDT

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

Finding(s)

1. ALTITUDE - IMPROPER - DUAL STUDENT
2. REMEDIAL ACTION - EXCESSIVE - DUAL STUDENT
3. PULL-UP - EXCESSIVE - DUAL STUDENT
4. GLIDER LAUNCH/TOW EQUIPMENT - SEPARATION
5. STALL - INADVERTENT - DUAL STUDENT
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2500 10/07/84 CORNING, CA A/C Reg. No. N3SE Time (Lcl) - 1335 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

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

Make/Model - BEECH H35
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
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- 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
REDDING, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1141 Last 24 Hrs - 1
Make/Model- 220 Last 30 Days- 4
Instrument- 0 Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED HE DEPARTED SACRAMENTO EARLIER IN THE DAY WITH THE TIP TANKS EMPTY AND THE MAIN AND AUX FUEL TANKS FULL (APRX 57 GALLONS USABLE FUEL). HE STATED HE USED THE LEFT MAIN FUEL TANK FOR 35 MINUTES AND THEN SWITCHED TO THE RIGHT MAIN TANK FOR REMAINING 15 MINUTES TO REDDING. APRX 20 MINUTES AFTER DEPARTING REDDING, THE ENGINE QUIT. A FORCED LANDING WAS ATTEMPTED ON FREEWAY OVERPASS DURING WHICH LEFT WING CONTACTED A CEMENT GUARD RAIL. ACFT TRAVELED OFF OVERPASS ONTO A GRASS INCLINE. EXAMINATION REVEALED RIGHT MAIN FUEL TANK WAS EMPTY. LEFT MAIN, LEFT AUX AND RIGHT AUX TANKS WERE FULL. ELECTRIC FUEL BOOST PUMP OPERATED INTERMITTENTLY REQUIRING A MANUALLY OPERATED PUMP TO START ENGINE. ONE TERMINAL WIRE FOUND LOOSE ON BOOST PUMP BREAKER SWITCH ALLOWING SWITCH TO FAIL UNDER LOAD CONDITIONS. NO OTHER MECHANICAL FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2500

10/07/84

CORNING,CA

A/C Reg. No. N3SE

Time (Lc1) - 1335 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. FUEL SYSTEM,PUMP - ERRATIC
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR - OVERLOAD

-----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) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2501 10/19/84 WESTMORELAND, CA A/C Reg. No. N3890Q Time (Lcl) - 0300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-320-E2D
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 - 005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
THERMAL, CA
Destination
IMPERIAL, CA

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 - 38
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	-	981	Last 24 Hrs	-	1
Make/Model	-	15	Last 30 Days	-	UNK/NR
Instrument	-	15	Last 90 Days	-	38

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS DESCENDING TO LAND AT HIS INTENDED WHEN THE ACFT ENCOUNTERED TURBULENCE & THE ENG LOST POWER. HE WAS UNABLE TO RESTART THE ENG & SUBSEQUENTLY LANDED IN A FRESHLY IRREGATED FIELD. DURING THE LANDING, THE ACFT TOUCHED DOWN WHILE TRAVELING ACROSS FURROWS. THERE WAS EVIDENCE THAT IT TOUCHED DOWN ON THE LEFT MAIN & NOSE GEAR FIRST, CARTWHEELED AND CAME TO REST INVERTED AFTER TRAVELING AN ADDITIONAL DISTANCE OF ABOUT 100 YDS. NO MECHANICAL MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2501

10/19/84

WESTMORELAND,CA

A/C Reg. No. N38900

Time (Lc1) - 0300 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - WET

-----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. - 2440 10/20/84 APPLE VALLEY, CA A/C Reg. No. N44110 Time (Lcl) - 1310 PDT

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

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

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

Make/Model	- HARVARO MK IV/AT-6	Eng Make/Model	- P&W 1340	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 640 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/015 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>APPLE VALLEY, CA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT 0</p> <p>Airport Data</p> <p>APPLE VALLEY</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 6500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 360</p> <p>Make/Model- UNK/NR</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 HAD EXECUTED SUCCESSFUL CROSSWIND LANDING AND WAS DECELERATING ON ROLL-OUT WHEN A GUST OF WIND CAUSED THE ACFT TO SWERVE INTO THE WIND. DIRECTIONAL CONTROL COULD NOT BE REGAINED WITH RUDDER SO PLT ELECTED TO ATTEMPT GO-AROUND. ACFT BECAME AIRBORNE IN GROUND EFFECT, STALLED, AND THE LEFT WING DROPPED, STRIKING AN AIRPORT FENCE.

Brief of Accident (Continued)

File No. - 2440

10/20/84

APPLE VALLEY, CA

A/C Reg. No. N44110

Time (Lc1) - 1310 PDT

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

Finding(s)

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

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

Finding(s)

4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. AIRSPEED(VSO) - NOT ATTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. OBJECT - FENCE

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2442 12/05/84 UKIAH,CA A/C Reg. No. N22505 Time (Lcl) - 1343 PST

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

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

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

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT
Method - N/A		UKIAH,CA	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	UKIAH
Wind Dir/Speed-	110/008 KTS	ATC/Airspace	Runway Ident - 15
Visibility	- 30.0 SM	Type of Flight Plan	- NONE
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	- NONE
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
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)	
STUDENT	Current - N/A	Total	- 27
	Months Since - N/A	Make/Model-	27
	Aircraft Type - N/A	Instrument-	1
		Last 24 Hrs	- UNK/NR
		Last 30 Days-	UNK/NR
		Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

ON INITIAL TAKEOFF ROLL, PLT ALLOWED ACFT TO DRIFT LEFT WHILE ATTENTION WAS FOCUSED ON THE AIRSPEED INDICATOR. WHEN DRIFT WAS NOTED, PLT CUT POWER AND APPLIED BRAKES BUT ACFT COLLIDED WITH VASI LIGHTS.

Brief of Accident (Continued)

File No. - 2442

12/05/84

UKIAH, CA

A/C Reg. No. N22505

Time (Lcl) - 1343 PST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
4. OBJECT - APPROACH LIGHT/NAVAID

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2439 12/07/84 SALINAS, CA A/C Reg. No. N6052M Time (Lcl) - 1126 PST

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

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

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

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-520-BB	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SALINAS, CA	
Completeness	Destination	Airport Data
Basic Weather	UNK/NR	SALINAS
Wind Dir/Speed	ATC/Airspace	Runway Ident
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		- UNK/NR
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 8	Make/Model
	Aircraft Type	- BE A-36	Instrument
			Multi-Eng
			49
			Last 24 Hrs
			- 0
			Last 30 Days
			- 5
			Last 90 Days
			- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING WALK-AROUND PREFLIGHT, PLT WAS CHECKING THE PROP FOR NICKS AND DECIDED TO "TURN THE PROP THROUGH" BY HAND TO "LOOSEN THE OIL AND COAT CYLINDER WALLS," ASSUMING THE POWER PLANT CONTROLS TO BE OFF AND SECURE. THE ENGINE STARTED AT FULL POWER AND THE UNOCCUPIED ACFT TAXIIED ACROSS THE RAMP AND COLLIDED WITH 2 "T" HANGARS AND ANOTHER ACFT. INVESTIGATION REVEALED THE THROTTLE SET AT FULL POWER. THE MAGNETOS WERE FOUND IN THE "OFF" POSITION. BENCH TEST OF THE MAGNETOS DISCLOSED NO MECHANICAL OR ELECTRICAL DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2439

12/07/84

SALINAS,CA

A/C Reg. No. N6052M

Time (Lcl) - 1126 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER - PILOT IN COMMAND
 3. OBJECT - BUILDING(NONRESIDENTIAL)
 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2441 12/08/84 BOULEVARD, CA A/C Reg. No. N8663F Time (Lc1) - 1330 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI		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	- HUGHES 269C	Eng Make/Model	- LYCOMING H10-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 190 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT</p> <p>Lowest Ceiling - 12000 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 RAMONA, CA</p> <p>Destination CARLSBAD, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 50
NONE	Months Since - 4	Make/Model- 50
HELICOPTER	Aircraft Type - 269C	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 3
		Rotorcraft - 50

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS EXECUTING LOW LEVEL PHOTOGRAPHIC SURVEY OF VALLEYS IN MOUNTAINOUS TERRAIN. ACFT ENTERED A NARROW VALLEY WITH STEEPLY RISING TERRAIN AHEAD. WHEN PLT REALIZED EXCESSIVE RATE OF CLIMB WOULD BE REQUIRED TO CLEAR OBSTACLES, HE ATTEMPTED A STEEP TURN-AROUND WHILE ACFT WAS CLIMBING SHARPLY. ROTOR RPM DECAYED AND THE ACFT SETTLED INTO TREES AND BRUSH.

Brief of Accident (Continued)

File No. - 2441

12/08/84

BOULEVARD,CA

A/C Reg. No. N8663F

Time (Lc1) - 1330 PST

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

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. MANEUVER - DELAYED - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - RISING

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

Finding(s)

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) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2443 12/14/84 SANTA MARIA,CA A/C Reg. No. N34992 Time (Lcl) - 1612 PST

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

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

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

Make/Model	- CESSNA 177RG	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SANTA MARIA,CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	SANTA MARIA
Wind Dir/Speed	ATC/Airspace	Runway Ident
230/007 KTS	Type of Flight Plan	- 30
Visibility	- NONE	Runway Lth/Wid
- 40.0 SM	Type of Clearance	- 6300/ 150
Lowest Sky/Clouds	- NONE	Runway Surface
- CLEAR	Type Apch/Lndg	- ASPHALT
Lowest Ceiling	- TRAFFIC PATTERN	Runway Status
- NONE	FULL STOP	- DRY
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 161
SE LAND	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - C-177RG	Make/Model - 89
		Last 30 Days - 5
		Instrument - 1
		Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ON A TOUCH-AND-GO LNDG, ACFT VEERED LEFT AND LEFT WING CAME UP, RAISING LEFT WHEEL OFF GROUND. PLT CORRECTED WITH AILERON AND ADDED POWER FOR GO-AROUND BUT ACFT WAS OFF RUNWAY AND TRAVERSING SOFT TERRAIN; LIFT-OFF SPEED WAS NOT ATTAINED AND THE ACFT COLLIDED WITH A TREE STUMP.

Brief of Accident (Continued)

File No. - 2443

12/14/84

SANTA MARIA, CA

A/C Reg. No. N34992

Time (Lc1) - 1612 PST

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
7. AIRSPEED(VLOF) - NOT ATTAINED -
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

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. - 2563 5/31/84 DENVER, CO A/C Reg. No. N7647U Time (Lcl) - 1334 MDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINES	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-TAKEOFF			0	0	0	7
							98

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

Make/Model	- BOEING 727-222	Eng Make/Model	- P&W JT8D-7B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 172000	Engine Type	- TURBOFAN		
No. of Seats	- 144	Rated Power	- 14000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS, NV	STAPLETON
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 35L
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11500/ 150
Lowest Sky/Clouds - 8000 FT	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 12400
ME LAND	Months Since - 5	Make/Model- 8000
	Aircraft Type - 727-222	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- 69
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE CREW OF N7647U (UA FLT 663) NOTED CUMULUS CLOUDS & VIRGA IN THE AREA. AT 1327, A DEHAVILLAND DASH 7 CREW RPRTD A 25 KT LOSS OF AIRSPEED, BUT \$VRL OTHER ACFT THEN TOOK OFF WITHOUT RPRTG A PROBLEM. DUE TO RADIO CONJESTION, THE CAPTAIN DID NOT QUERY OTHER AIRCREWS, BUT DECIDED TO CLIMB OUT AT V2 PLUS 20. WHEN THE CONTROLLER CLEARED FLT 663 FOR TAKEOFF, HE ADVISED THE CREW OF NUMEROUS WIND SHEARS IN 3 QUADRANTS, BUT USED INCORRECT TERMINOLOGY IN ISSUING THE WIND SHEAR ALERT. DURING TAKEOFF, THE ACFT STRUCK AN ILS LOCALIZER ANTENNA, 1074 FT FROM THE DEPT END OF THE RWY, & DAMAGED THE LOWER FUSELAGE. WHEN UNABLE TO PRESSURIZE THE ACFT, THE CREW RETURNED TO THE ARPT & LANDED. AN INVESTIGATION REVEALED THE ACFT ENCOUNTERED WIND SHEAR FROM MICROBURST ACTIVITY WHICH REACHED ITS GREATEST ACTIVITY AS FLT 663 WAS TAKING OFF. THE WIND SHEARED FROM AN 8 KT HEADWIND TO 40 TO 56 KTS OVER A 44 SEC PERIOD. THE CREW NOTED A HESITATION WHILE ACCELERATING THRU 120 KTS, THEN AT OR BEYOND VR SPEED OF APRX 141 KTS, THE ACFT MOMENTARILY LOST 20 KTS.

Brief of Accident (Continued)

File No. - 2563

5/31/84

DENVER, CO

A/C Reg. No. N7647U

Time (Lcl) - 1334 MDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - UNFAVORABLE WIND
5. SAFETY ADVISORY - ISSUED - PILOT OF OTHER AIRCRAFT
6. RADIO COMMUNICATIONS - EXCESSIVE -
7. AIRPORT FACILITIES - INADEQUATE
8. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, INFORMATION UNCLEAR - ATC PSNL(LCL/GND/CLNC)
10. WEATHER CONDITION - WINDSHEAR

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

Finding(s)

11. OBJECT - APPROACH LIGHT/NAVAID

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2416

6/09/84

CASCADE.CO

A/C Reg. No. N2676Q

Time (Lcl) - 1137 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	2	0	0	0
Flight Conducted Under	- 14 CFR 91	0	0	0	0
Accident Occurred During	- MANEUVERING				

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

Make/Model - CESSNA 182K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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- 150/003 KTS

Visibility - 100.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLORADO SPRING,CO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - 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)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-182K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1565

Make/Model- 92

Instrument- 218

Multi-Eng - 226

Last 24 Hrs - UNK/NR

Last 30 Days- 12

Last 90 Days- 21

Rotorcraft - 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO QUALIFY ONE OF THE PLTS TO FLY SEARCH MISSIONS OVER MOUNTAINOUS TERRAIN. SUCH FLTS INCLUDED MANEUVERING AT LOW ALT, BUT NOT BELOW 500 FT AGL. DURING THE FLT, THE ACFT CRASHED ON THE NORTHWEST SIDE OF PIKES PEAK AT AN ELEVATION OF ABOUT 10,300 FT. INITIAL IMPACT WAS WITH 75 FT TALL TREES ON A MAGNETIC HEADING OF 080 DEG. NO PREIMPACT FAILURE/MALFUNCTION WAS FOUND. A PLT IN THE VICINITY OF THE ACCIDENT SITE NOTED MODERATE TURBULENCE & UP/DOWNRAFTS OF 2,000 FT/MIN. THE PLT BEING QUALIFIED HAD ONLY ONE PREVIOUS FLT IN THE CESSNA 182 (2.4 HRS ON 1/22/84) & HAD LOGGED NO FLT TIME SINCE THAT DATE.

Brief of Accident (Continued)

File No. - 2416

6/09/84

CASCADE,CO

A/C Reg. No. N2676Q

Time (Lcl) - 1137 MDT

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

Finding(s)

1. LOW PASS - PERFORMED - DUAL STUDENT
 2. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
 3. WEATHER CONDITION - TURBULENCE
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. WEATHER CONDITION - DOWNDRAFT
 6. PROPER ALTITUDE - NOT MAINTAINED -
 7. OBJECT - TREE(S)
-

Occurrence #2 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) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2417 7/02/84 ENGLEWOOD, CO

A/C Reg. No. N3173L

Time (Lcl) - 1714 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

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

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

Fire Crew
NONE Pass

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

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

Eng Make/Model - ALLISON 250-C20J
Number Engines - 1
Engine Type - TURBOCHAFT
Rated Power - 317 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/012 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 125

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5000 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THE HELICOPTER ENTERED A "HARD LEFT TURN" INTO A NEAR INVERTED POSITION BEFORE "IT WENT DOWN HARD AND FAST." INSPECTION DISCLOSED THE METAL CONNECTION FOR THE LEFT CYCLIC STICK WAS BROKEN IN HALF. (PLT WAS FLYING FROM LEFT SEAT.) EXAM OF THE CYCLIC STICK QUICK DISCONNECT LOCKING NUT REVEALED IT WAS HELD IN PLACE ON THE CONNECTOR BY 1 THREAD. PROPERLY INSTALLED, THE LOCKING NUT TIGHTENS DOWN OVER 6 THREADS ON THE CONNECTOR. WHEN BACKED OUT TO 1 THREAD, MOVEMENT OF THE CYCLIC WILL NOT NOT PRODUCE A CORRESPONDING CHANGE IN THE LATERAL CONTROL HYDRAULIC SERVOS. THE CYCLIC WAS LAST REMOVED APRX 80 HRS PRIOR TO THE ACCIDENT DURING MAINTENANCE. ON 7/17/84, BELL ISSUED OPERATIONS SAFETY NOTICE WHICH IN PART READ, "FLIGHT CREWS ARE CAUTIONED TO ASSURE QUICK REMOVAL FLIGHT CONTROLS ARE PROPERLY INSTALLED PRIOR TO OPERATING THE HELICOPTER." PRIOR TO THIS NOTICE, NO REQUIREMENTS EXISTED TO DO SO.

Brief of Accident (Continued)

File No. - 2417

7/02/84

ENGLEWOOD,CO

A/C Reg. No. N3173L

Time (Lcl) - 1714 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - DISCONNECTED
 2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
 3. CHECKLIST - INADEQUATE - MANUFACTURER
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. DIRECTIONAL CONTROL - 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) 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. - 2461 8/29/84 LITTLETON, CO A/C Reg. No. N1048R Time (Lcl) - 0730 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

NONE

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries

Serious
0
1

Minor
0
0

None
1
1

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

Make/Model - RAVEN S55A
Landing Gear - UNK/NR
Max Gross Wt - 1435
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
NONE
FREE BALLOON

Age - 32

Biennial Flight Review

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 390
Make/Model- 72
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT THE ENTIRE FLT WAS UNEVENTFUL. THE FEMALE PASSENGER HAD HER KNEES BENT IN PREPARATION FOR LANDING BUT HER BODY WAS TWISTED IN A DIRECTION THAT WAS OPPOSITE TO HER FEET WHEN THE BALLOON MADE GROUND CONTACT.

Brief of Accident (Continued)

File No. - 2461

8/29/84

LITTLETON, CO

A/C Reg. No. N1048R

Time (Lcl) - 0730 MDT

Occurrence MISCELLANEOUS/OTHER*

Phase of Operation LANDING

Finding(s)

1. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2573 12/05/84 RIFLE, CO

A/C Reg. No. N5019N

Time (Lcl) - 1030 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - FAR 133
Flight Conducted Under - 14 CFR 133
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

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

Make/Model - BELL 205A-1
Landing Gear - SKID
Max Gross Wt - 9500
No. of Seats - 6

Eng Make/Model - LYCOMING T5313B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 1250 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
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
HELICOPTER

Age - 40

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8800	Last 24 Hrs	- UNK/NR
Make/Model-	5000	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS ON A SEISMIC OPERATION WHEN IT LOST ENG POWER AND WAS SUBSTANTIALLY DAMAGED DURING THE AUTOROTATIVE LANDING. THE PLT STATED THAT WHEN HE CAME BACK ON COLLECTIVE POWER THE ENG WOULD ENTER SEVERE COMPRESSOR STALLS. POST CRASH EXAMINATION OF THE ENG, BOOST PUMPS AND FUEL FAILED TO REVEAL ANY REASON FOR ENG STALL AND SURGE.

Brief of Accident (Continued)

File No. - 2573

12/05/84

RIFLE,CO

A/C Reg. No. N5019N

Time (Lc1) - 1030 MST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

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

-----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. - 2575 12/30/84 FT. COLLINS, CO A/C Reg. No. N9033H Time (Lcl) - 0735 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

Eng Make/Model - LYCOMING O-360-E20
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 RECORDED 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
ENGLEWOOD, CO
Destination
FORT COLLINS, CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DOWNTOWN
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 - 43

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 146	Last 24 Hrs	- UNK/NR
Make/Model	- 29	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT UPON ARRIVAL AT FORT COLLINS, AND WHILE AT CRUISE ALTITUDE, THE ENG SUDDENLY LOST POWER. DURING THE EMERGENCY DESCENT MANEUVERING HE LOST SIGHT OF THE AIRPORT AND LANDED IN A PLOWED FIELD. POST CRASH EXAMINATION OF ENG REVEALED THE CRANKSHAFT ACCESSORY DRIVE GEAR INDEPENDENTLY ROTATED FROM THE CRANKSHAFT. THE RETAINING DOWEL, P/N STD-1065, WAS FOUND SHEARED. THE RETAINING BOLT WAS BACKED OUT 5 OR 6 TURNS. THE SAFETY CLIP WAS IN PLACE AND FUNCTIONAL, BUT NOT ENGAGED.

Brief of Accident (Continued)

File No. - 2575

12/30/84

FT. COLLINS, CO

A/C Reg. No. N9033H

Time (Lc1) - 0735 MST

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2521

7/12/84

MADISON,CT

A/C Reg. No. N54465

Time (Lcl) - 1630 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 172PII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
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- 330/010 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
BENNINGTON,VT
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

GRISWOLD
Runway Ident - 06
Runway Lth/Wid - 1863/ 50
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 - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 105
Make/Model- 14
Instrument- 3
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED GROUNDSPED WAS FAST DURING THE FLARE AND AN ABRUPT TOUCHDOWN WAS MADE "FAIRLY FAR" DOWN THE RWY.
PLT REPORTED, "BRAKING HAD NOT SUFFICIENTLY SLOWED OR STOPPED THE PLANE AS THE PLANE NEARED THE END OF THE RUNWAY,
AND IT VEERED OFF TO THE RIGHT OF THE RUNWAY NEAR ITS END."

Brief of Accident (Continued)

File No. - 2521

7/12/84

MADISON,CT

A/C Reg. No. N54465

Time (Lcl) - 1630 EDT

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 5. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2459 8/03/84 BURLINGTON, CT A/C Reg. No. N6901S Time (Lcl) - 2015 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 - LANDING

Fire NONE
Crew Pass

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

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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 - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
BURLINGTON, CT
Destination
MERIDEN, CT

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 - 59
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 503	Last 24 Hrs - 0
Make/Model- 307	Last 30 Days- 10
Instrument- 7	Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE "PICKED UP THE ACFT AFTER ANNUAL INSPECTION", PERFORMED A PREFLT, MADE A STANDARD RUN-UP & TOOK OFF IN CALM AIR CONDITIONS. AFTER CLMBING ABOUT 500 TO 600 FT, THE ENG LOST POWER & SUBSEQUENTLY, THE ACFT CRASH LANDED IN A MARSH. THE PLT WAS HOSPITALIZED FOR ABOUT 2 MOS WITH SERIOUS HEAD INJURIES. THE ACFT WAS NOT EQUIPPED WITH SHOULDER HARNESSSES. AN EXAM OF THE ACFT REVEALED NO PREIMPACT PART MALFUNCTION OR FAILURE & THE ENG OPERATED NORMALLY WHEN CHECKED ON A TEST STAND. THE FUEL SHUTOFF VALVE WAS FOUND IN A NEARLY OFF POSITION. TWO OTHER CESSNA 150'S WERE CHECKED TO EVALUATE THEIR ENG PERFORMANCE WITH THEIR SHUTOFF VALVES POSITIONED AS FOUND IN N6901S. THEIR ENGS OPERATED NORMALLY AT IDLE RPM, BUT AT FULL THROTTLE, THE ENGS WOULD LOSE POWER AFTER APRX 21 SEC. THE MECHANIC, WHO PERFORMED THE 100 HR INSPECTION, REMEMBERED CHECKING THE VALVE, BUT DID NOT RECALL THE POSITION THAT HE LEFT IT IN. THE CESSNA SERVICE MANUAL RECOMMENDS THE VALVE BE SAFE TIED TO THE "ON" POSITION.

Brief of Accident (Continued)

File No. - 2459

8/03/84

BURLINGTON,CT

A/C Reg. No. N6901S

Time (Lcl) - 2015 EDT

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

Finding(s)

1. MAINTENANCE,100 HOUR INSPECTION - PERFORMED - OTHER MAINTENANCE PSNL
 2. FUEL SYSTEM,FUEL SHUTOFF - OTHER
 3. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - OTHER MAINTENANCE PSNL
 4. FUEL TANK SELECTOR POSITION - IMPROPER -
 5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 6. FUEL TANK SELECTOR POSITION - INADEQUATE - PILOT IN COMMAND
 7. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

8. TERRAIN CONDITION - WET
 9. TERRAIN CONDITION - WATER,ROUGH
 10. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - OTHER
-

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

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

Factor(s) relating to this accident is/are finding(s) 3,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2428 8/13/84 E. WINDSOR, CT A/C Reg. No. N89980 Time (Lcl) - 1315 EDT

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

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

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

Make/Model - CESSNA 152II	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 - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SKYLARK AIRPARK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2642/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED	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 - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 610
SE LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 51
		Last 30 Days- UNK/NR
		Instrument- 52
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

PLT FAILED TO NOTE INOPERATIVE AIRSPEED INDICATOR UNTIL WELL INTO TAKEOFF RUN. WHEN THE DEFECT WAS NOTED, TAKEOFF ABORT PROCEDURES WERE PERFORMED BUT THE ACFT CONTINUED BEYOND THE AIRPORT BOUNDARY INTO A ROUGH FIELD AND NOSED OVER. INVESTIGATION REVEALED THE PITOT HEAD WAS PLUGGED WITH DRY MUD.

Brief of Accident (Continued)

File No. - 2428

8/13/84

E. WINDSOR, CT

A/C Reg. No. N89980

Time (Lcl) - 1315 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
2. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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. - 2532 9/08/84 ELLENDALE,DE A/C Reg. No. N2414L Time (Lcl) - 1300 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	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 - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/010 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

Itinerary

Last Departure Point
WILMINGTON,DE
Destination
ELLENDALE,DE

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WEST FIELD
Runway Ident - 09
Runway Lth/Wid - 1800 -UNK/NR
Runway Surface - GRASS/TURF
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 - 29 Last 24 Hrs - UNK/NR
Make/Model- 29 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO HIGH OIL TEMP THE SOLO STUDENT PLT ELECTED TO MAKE A PRECAUTIONARY LANDING. DURING THE ROLLOUT A X-WIND FROM THE RIGHT RESULTED IN THE ACFT DRIFTING LEFT OFF THE RWY. THE LEFT WING STRUCK SOY BEAN PLANTS CAUSING THE ACFT TO SPIN TO THE RIGHT COLLAPSING THE RIGHT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 2532

9/08/84

ELLENDALDE,DE

A/C Reg. No. N2414L

Time (Lc1) - 1300 EDT

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

Finding(s)

1. ENGINE INSTRUMENTS,OIL TEMPERATURE GAGE - OVERTEMPERATURE
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - CROP

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

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) 4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2542 8/26/84 PEMBROKE PINES, FL A/C Reg. No. N48661 Time (Lc1) - 1136 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NORTH PERRY
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150	Make/Model- 13
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ONE MIN AND 20 SECONDS AFTER BEING CLEARED FOR TAKEOFF, THE PLT TRANSMITTED ON TOWER FREQ THAT HE WAS "COMING IN FOR A LANDING." THE ACFT WAS OBSERVED TO BANK TO THE LEFT, ENTER A STEEP DESCENT FROM 200 TO 300 FT AGL & CRASH. AN INTENSE POST-CRASH FIRE CONSUMED MOST OF THE WRECKAGE. AN EXAM OF THE WRECKAGE DID NOT REVEAL ANY MECHANICAL MALFUNCTIONS. TOXICOLOGICAL EXAM RESULTS WERE NEGATIVE. NO EVIDENCE OF PLT INCAPACITATION WAS FOUND.

Brief of Accident (Continued)

File No. - 2542

8/26/84

PEMBROKE PINES, FL

A/C Reg. No. N48661

Time (Lc1) - 1136 EDT

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

Finding(s)

1. UNDETERMINED
 2. ABORT - PERFORMED - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2552 9/04/84 WEST PALM BCH,FL A/C Reg. No. N29GW Time (Lcl) - 1232 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4150
No. of Seats - 7

Eng Make/Model - DETROIT ALLIS 250-C28B
Number Engines - 1
Engine Type - TURBOCHAFT
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 7500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WEST PALM BEACH
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)

ATP
SE LAND, ME LAND
HELICOPTER

Age - 62

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 22587	Last 24 Hrs	- 0
Make/Model-	1500	Last 30 Days-	UNK/NR
Instrument-	2005	Last 90 Days-	37
Multi-Eng	- 17253	Rotorcraft	- 2439

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD FLOWN THE ACFT FROM ONE FIXED BASE OPERATOR ON THE ARPT TO ANOTHER TO POSITION THE ACFT. HE STATED THAT HE PUT FRICTION ON THE CYCLIC CONTROL BUT NOT THE COLLECTIVE CONTROL, REDUCED THROTTLE TO FLT IDLE, AND EXITED THE ACFT. HE WAS WALKING TO THE HANGAR TO GET A PORTABLE LANDING DOLLY WHEN HE SAW THE ROTOR DISC TILTED FWD AND THE ACFT SHAKING; HE RAN AWAY, THE ACFT ROLLED OVER.

Brief of Accident (Continued)

File No. - 2552

9/04/84

WEST PALM BCH, FL

A/C Reg. No. N29GW

Time (Lcl) - 1232 EDT

Occurrence #1 ROLL OVER
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - UNLOCKED
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation STANDING - IDLING ROTORS

----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. - 2503 9/07/84 NAPLES, FL A/C Reg. No. N89PB Time (Lcl) - 2110 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-PROVINCETOWN-BOSTON AIRLI	DESTROYED		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	1
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	1	2	2	0
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TSIO-520-VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 325 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	TAMPA, FL		NAPLES MUNI	
Wind Dir/Speed	- 020/012 KTS	ATC/Airspace		Runway Ident	- 04
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 5000/ 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	- 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)	
ATP, CFI	Current - YES	Total - 2639	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 6	Make/Model - 412	Last 30 Days - UNK/NR
	Aircraft Type - C-402C	Instrument - 555	Last 90 Days - 249
		Multi-Eng - 1607	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, BOTH ENGS LOST POWER & A WHEELS UP LANDING WAS MADE IN AN OPEN FIELD. THE ACFT WAS DESTROYED BY IMPACT & FIRE. AN INVESTIGATION REVEALED THAT THE ACFT HAD BEEN REFUEL WITH JET-A FUEL RATHER THAN 100 LOW LEAD AVGAS. THE LINEMAN HAD INADVERTENTLY USED THE JET-A FUEL TRUCK WHICH WAS IDENTICAL TO THE AVGAS TRUCK EXCEPT FOR A DECAL, APPX 4" BY 16", WHICH IDENTIFIED THE TYPE OF FUEL. THE LINEMAN STATED THAT HIS TRAINING CONSISTED OF APPX 30 MIN OF READING THE COMPANY MAINTENANCE MANUAL ON HOW TO REFUEL THE DIFFERENT COMPANY ACFT, THEN WAS GIVEN ON-THE-JOB TRAINING FOR A BRIEF TIME. WHEN HE WENT TO REFUEL N89PB PRIOR TO THE ACCIDENT FLT, HE WENT TO THE PARKING SPACE WHERE THE AVGAS TRUCK WAS NORMALLY PARKED, BUT ON THAT OCCASION, THE JET-A FUEL TRUCK WAS THERE.

Brief of Accident (Continued)

File No. - 2503

9/07/84

NAPLES, FL

A/C Reg. No. N89PB

Time (Lcl) - 2110 EDT

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

Finding(s)

1. FLUID, FUEL GRADE - IMPROPER
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - GROUND PERSONNEL
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, HABIT INTERFERENCE - GROUND PERSONNEL
4. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT

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

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

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. - 2569 9/16/84 ROCKLEDGE, FL A/C Reg. No. N7431P Time (Lcl) - 1645 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
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- 060/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2500 FT
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point MELBOURNE, FL
Destination LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRSTRIP
Airport Data
BIBLIA CAMPGROUND
Runway Ident - 27
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1228
Make/Model- 273
Instrument- 139
Multi-Eng - 46
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A MOUND OF DIRT WHILE EXECUTING A GO-AROUND AT A PRIVATE AIRSTRIP. THE PLT STATED HE SELECTED RWY 27 BASED ON WINDS REPORTED AT ANOTHER AIRPORT AND WHEN THE ACFT TOUCHED DOWN ABOUT MID-POINT OF THE STRIP, "I RETRACTED FLAPS AND APPLIED FULL POWER TO TAKEOFF." THE ACFT IMPACTED BRUSH ON TOP OF THE MOUND AND THE PLT CALLED THE ACCIDENT A "MIS-CALCULATION."

Brief of Accident (Continued)

File No. - 2569

9/16/84

ROCKLEDGE, FL

A/C Reg. No. N7431P

Time (Lcl) - 1645 EDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - DIRT BANK

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
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) 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. - 2432 10/04/84 WAUCHULA, FL A/C Reg. No. N91353 Time (Lcl) - 1915 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

-----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-234-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - 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 - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
WAUCHULA, FL
Destination
TAMPA, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WAUCHULA
Runway Ident - 05
Runway Lth/Wid - 2650/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 90 Last 24 Hrs - 2
Make/Model - 2 Last 30 Days - UNK/NR
Instrument - 2 Last 90 Days - 5
Multi-Eng - 13

Instrument Rating(s) - NONE

-----Narrative-----

PLT USED OUTDATED SECTIONAL CHART & LANDED AT AN OLD (CLOSED) AIRPORT, WHICH WAS NO LONGER MAINTAINED. ON DEPARTURE, USING SOFT FIELD PROCEDURES, ACFT DID NOT ACCELERATE PROPERLY & BECAME AIRBORNE IN GROUND EFFECT AT MINIMAL SPEED. PLT DETERMINED ACFT WOULD NOT CLEAR OBSTACLES AT END OF RUNWAY AND ABORTED TAKEOFF. ACFT OVERRAN ARPT SURFACE AND COLLIDED WITH A DITCH. INVESTIGATION REVEALED FLAPS SET AT FULL DOWN, GRASS ON RUNWAY 10 TO 12 INCHES IN HEIGHT. ENGINE TEARDOWN REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2432

10/04/84

WAUCHULA, FL

A/C Reg. No. N91353

Time (Lcl) - 1915 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. LANDED AT WRONG AIRPORT
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
4. OTHER AIRPORT/RUNWAY MAINTENANCE - NOT PERFORMED - AIRPORT PERSONNEL
5. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
6. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

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

Finding(s)

7. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2541 10/13/84 MILES CITY, FL A/C Reg. No. N35965 Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-14F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- 220/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MILES CITY, FL

Destination

HOMESTEAD, FL

Airport Proximity

ON AIRPORT

Airport Data

CALUSA RANCH

Runway Ident - 14

Runway Lth/Wid - 1800/ 75

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE- LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - J3C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1216

Make/Model- 102

Instrument- 61

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT THE ACFT BECAME UNCONTROLLABLE SHORTLY AFTER TAKEOFF WHEN IT ENCOUNTERED ROTOR DOWNWASH GENERATED BY A DEPARTING HELICOPTER. INITIAL IMPACT OCCURRED WITH A TREE 200 FT LEFT OF THE RWY. POST CRASH FIRE DESTROYED THE WRECKAGE.

Brief of Accident (Continued)

File No. - 2541

10/13/84

MILES CITY, FL

A/C Reg. No. N35965

Time (Lc1) - 1800 EDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. DESCENT - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - TREE(S)

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

Finding(s)

4. TERRAIN CONDITION - GROUND

Occurrence #5 FIRE
Phase of Operation OTHER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2421 10/15/84 ORMOND BEACH, FL A/C Reg. No. N757TV Time (Lcl) - 1830 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	1
Pass	0	0	0	0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAYTONA BEACH, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ORMOND BEACH
Runway Ident - 08
Runway Lth/Wid - 4000/ 180
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 28
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 19 Last 24 Hrs - 2
Make/Model- 19 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT WAS ON FIRST SOLO FLIGHT. UPON TOUCHDOWN ON MAIN GEAR, THE AIRCRAFT BOUNCED AND CAME DOWN THE SECOND TIME ON ITS NOSE GEAR. MAIN ENGINE MOUNT WAS BENT.

Brief of Accident (Continued)

File No. - 2421

10/15/84

ORMOND BEACH, FL

A/C Reg. No. N757TV

Time (Lc1) - 1830 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

2. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2557 10/19/84 WEST PALM BEACH, FL A/C Reg. No. N5926V Time (Lc1) - 1912 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

Crew 0

Pass 0

Other 0

Injuries

Serious 0

Minor 0

None 2

None 0

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-3GA
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/009 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 2800 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

UNK/NR

Destination

COCOA, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PALM BEACH INTERNATIONAL
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
HELICOPTER

Age - 31

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 180
Make/Model- 15
Instrument- 2
Last 24 Hrs - 0
Last 30 Days- 10
Last 90 Days- 14
Rotorcraft - 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE STANDING ON THE RAMP WITH THE ENG RUNNING IN PREPARATION FOR FLT, THEY WERE HAVING DIFFICULTY CLOSING THE ACFT DOOR. A PASSENGER GOT OUT TO LOOK FOR HELP BUT ONCE OUT OF THE ACFT WALKED ALONG THE RT WING LEADING EDGE UP TO THE ENG COWLING AND FROM THERE TRIED TO CLOSE THE DOOR SEVERAL TIMES. WHILE DOING SO THE PASSENGER WAS HIT BY THE PROPELLER.

Brief of Accident (Continued)

File No. - 2557

10/19/84

WEST PALM BEACH, FL

A/C Reg. No. N5926V

Time (Lcl) - 1912 EDT

Occurrence

PROPELLER/ROTOR CONTACT

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - OTHER PERSON
 2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PASSENGER
-

-----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. - 2559 10/26/84 TITUSVILLE, FL A/C Reg. No. N54729 Time (Lcl) - 1825 EDT

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

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

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

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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	HILTON HEAD, SC	
Completeness	Destination	Airport Data
- WEATHER NOT PERTINENT	MELBOURNE, FL	Runway Ident
Basic Weather		- N/A
- VMC	ATC/Airspace	Runway Lth/Wid
Wind Dir/Speed	- 110/011 KTS	- N/A
Visibility	- 10.0 SM	Runway Surface
Lowest Sky/Clouds	- 2000 FT SCATTERED	- N/A
Lowest Ceiling	- 10000 FT BROKEN	Runway Status
Obstructions to Vision	- NONE	- N/A
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	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 5	- 516
	Aircraft Type	- C-152	Make/Model
			- 66
			Instrument
			- 79
			Multi-Eng
			- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED IN A FIELD AFTER EXPERIENCING AN ENG FAILURE IN CRUISE FLT. INVESTIGATION REVEALED THE ACCIDENT OCCURRED ON THE RETURN LEG OF A X-COUNTRY FLT. THE PLT STATED HE VISUALLY CHECKED THE ACFT FUEL TANKS PRIOR TO DEPARTURE AND ESTIMATED AMPLE FUEL ABOARD FOR THE FLT.

Brief of Accident (Continued)

File No. - 2559

10/26/84

TITUSVILLE,FL

A/C Reg. No. N54729

Time (Lc1) - 1825 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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. - 2502 10/29/84 FT.WALTON BEACH,FL A/C Reg. No. N38085 Time (Lcl) - 1415 CST

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

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

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

Make/Model - BEECH 76	Eng Make/Model - LYCOMING O-360-A1G6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - IN PERSON	EGLIN AFB,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FT. WALTON BEAC,FL	HURLBURT FIELD
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9600/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1110
SE LAND,ME LAND	Months Since - 5	Make/Model- 47
GLIDER	Aircraft Type - UNK/NR	Instrument- 130
		Multi-Eng - 80
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ON A MULTIENGINE INSTRUCTIOANL FLT, THE INSTRUCTOR (CFI) SIMULATED AN ENG FAILURE BY RETARDING POWER ON THE LEFT ENG. THE STUDENT ELECTED TO LAND ON THE REMAINING RWY. HE RETARDED THE RIGHT ENG POWER & DOVE FOR THE RWY, BUT THE ACFT TOUCHED DOWN HARD & BOUNCED, COLLAPSING THE LEFT MAIN & NOSE GEAR. AFTER THE ACFT BOUNCED, THE CFI TOOK CONTROL & COMPLETED THE LANDING.

Brief of Accident (Continued)

File No. - 2502

10/29/84

FT. WALTON BEACH, FL

A/C Reg. No. N38085

Time (Lcl) - 1415 CST

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

Finding(s)

- 1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 - 2. EMERGENCY PROCEDURE - INITIATED - DUAL STUDENT
 - 3. FLARE - IMPROPER - DUAL STUDENT
 - 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 - 5. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

- 6. LANDING GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2560 10/29/84 WEST BAY, FL A/C Reg. No. N49504 Time (Lcl) - 1500 CST

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

Type Operating Certificate-EXTERNAL LOAD

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 133
Accident Occurred During -DESCENT

Fire Crew 0
NONE Pass 0

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

Make/Model - AEROSPATIALE SA-315-B
Landing Gear - SKID
Max Gross Wt - 4300
No. of Seats - 4

Eng Make/Model - ARTOUSE III B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 562 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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, ATP
SE LAND, ME LAND
HELICOPTER

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 12230 Last 24 Hrs - 8
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 200
Multi-Eng - 1000 Rotorcraft - 8000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT CRASHED FOLLOWING A LOSS OF TAIL ROTOR CONTROL WHILE ON AN EXTERNAL LOAD AGRICULTURAL FLT. WITNESSES STATED THAT DURING A LANDING ATTEMPT AT A LOADING AREA THE ACFT STARTED SPINNING, THE EXT LOAD WAS JETTISONED, AND THE ACFT HIT THE GROUND AND ROLLED OVER. INVESTIGATION REVEALED THAT THE PITCH CHANGE DRUM, PN 3160566-00-009-1, WAS WORN THROUGHOUT ITS INTERIOR ALUMINUM SPLINES. THE PITCH CONTROL DRUM HAD BEEN REMOVED ON AUG 9, 1984 AND THE ACFT MANUAL STATES THAT EACH TIME THE DRUM IS REMOVED IT IS TO BE VISUALLY CHECKED FOR WEAR. BETWEEN AUG 9 AND OCT 29 1984, THE ACFT WAS EXPOSED TO 236.9 HRS OF OPERATING TIME.

Brief of Accident (Continued)

File No. - 2560

10/29/84

WEST BAY, FL

A/C Reg. No. N49504

Time (Lc1) - 1500 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR HUB PITCH LINK - FAILURE, TOTAL
 2. ROTOR SYSTEM, TAIL ROTOR HUB PITCH LINK - STRIPPED THREAD
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2526 11/03/84 JASPER, FL A/C Reg. No. N777WM Time (Lcl) - 1805 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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 -LANDING

DESTROYED
Fire NONE
Crew Pass

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

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - PATWAS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SALISBURY, MD
Destination
POMPANO BEACH, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 888
Last 24 Hrs - 5
Make/Model- 295
Last 30 Days- UNK/NR
Instrument- 175
Last 90 Days- 21
Multi-Eng - 310

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DUE TO A LOW FUEL STATE THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING ON A ROAD. POWER LINES AND POLES FORCED THE PLT TO LAND IN UNIMPROVED TERRAIN NEXT TO THE ROAD. DURING TOUCH DOWN THE LEFT WING STRUCK A DIRT BANK. EXAM OF THE WRECKAGE REVEALED THAT 3 GALS OF FUEL REMAINED IN THE LEFT WING TANK. ALL OTHER TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 2526

11/03/84

JASPER, FL

A/C Reg. No. N777WM

Time (Lc1) - 1805 EDT

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - LOW CEILING
 6. LIGHT CONDITION - DUSK
 7. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2584 11/08/84 MAYPORT, FL A/C Reg. No. N8444M Time (Lcl) - 1530 EST

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	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	HILLIARD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANFORD, FL	Runway Ident - N/A
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 410
SE LAND	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - C-210	Make/Model- 157
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ABOUT 10 MIN AFTER DEPARTURE ON THE RETURN LEG OF A X-COUNTRY FLT. POST CRASH INVESTIGATION REVEALED THAT THE ENG FAILED DUE TO FUEL EXHAUSTION. THE PLT STATED THAT HE DID NOT VISUALLY CHECK THE FUEL SUPPLY BECAUSE THERE WAS NO STEP LADDER AVAILABLE AND THE FUEL GAGES INDICATED APRX 50 GALLONS OF FUEL REMAINING.

Brief of Accident (Continued)

File No. - 2584

11/08/84

MAYPORT, FL

A/C Reg. No. N8444M

Time (Lc1) - 1530 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2561 11/09/84 ORLANDO,FL

A/C Reg. No. N6867G

Time (Lcl) - 0820 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew 0
Pass 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- 010/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KISSIMMEE,FL
Destination
ORLANDO,FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 791
Make/Model- 666
Instrument- 16
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT THE ENG FAILED WHILE FLYING AT APRX 1500 FT AGL. DURING THE FORCED LANDING THE ACFT STRUCK THE CROWN OF A SAND TRAP ON A GOLF COURSE IN A LEFT WING LOW, NOSE LOW ATTITUDE AND BOUNCED APRX 60 FT BEFORE COMING TO REST INVERTED. POST CRASH INSPECTION OF THE ACFT REVEALED FOREIGN MATTER RESEMBLING DRIED MUD COMMONLY ASSOCIATED WITH MUD DOBBER BEES IN THE FUEL TANK VENT TUBE LOCATED UNDER THE LEFT WING.

Brief of Accident (Continued)

File No. - 2561

11/09/84

ORLANDO, FL

A/C Reg. No. N6867G

Time (Lc1) - 0820 EST

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

Finding(s)
1. FUEL SYSTEM, VENT - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2527 11/10/84 HOMESTEAD, FL A/C Reg. No. N8208 Time (Lcl) - 1515 EST

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

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

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

Make/Model - LET KUNOBICA CSSR L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - SKI/WHEEL	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	OFF AIRPORT/STRIP
Method - N/A	HOMESTEAD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 117
SE LAND	Months Since - 14	Make/Model- 67
GLIDER	Aircraft Type - L-13	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, A DOWNDRAFT WAS ENCOUNTERED ON BASE LEG CAUSING THE ACFT TO DESCEND AND DECELERATE. UNABLE TO REACH THE RWY THE GLIDER LANDED IN AN ORCHARD.

Brief of Accident (Continued)

File No. - 2527

11/10/84

HOMESTEAD, FL

A/C Reg. No. N8208

Time (Lc1) - 1515 EST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2577 11/10/84 GAINESVILLE, FL A/C Reg. No. N38444 Time (Lcl) - 1715 EST

-----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

0

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

1

1

1

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

Make/Model - PIPER PA-28R-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 210/009 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
JACKSONVILLE, FL
Destination
SAME AS ACC/INC

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 - 35
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - 201T

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 233 Last 24 Hrs - UNK/NR
Make/Model- 233 Last 30 Days- UNK/NR
Instrument- 9 Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TRACTOR DURING TAXI. THE PLT STATED THAT HE SAW THE TRACTOR AND THOUGHT THERE WAS ROOM TO PASS.

Brief of Accident (Continued)

File No. - 2577

11/10/84

GAINESVILLE, FL

A/C Reg. No. N38444

Time (Lc1) - 1715 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - VEHICLE
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2570 11/15/84 TITUSVILLE, FL A/C Reg. No. N1554Y Time (Lcl) - 2200 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 172C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TITUSVILLE, FL
Destination
OCALA, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TI-CO
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)
STUDENT

Age - 35
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 - 54
Make/Model- 18
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, AFTER HE WAS UNSUCCESSFUL IN STARTING THE ACFT ENG HE SWITCHED OFF THE MAGNETOS AND MASTER SWITCH AND EXITED THE ACFT. LATER, DURING THE PROCESS OF MOVING THE PROPELLER TO A POSITION TO CLEAR A HAND TOE BAR, THE ACFT STARTED, TAXIED ACROSS THE AIRPORT AND TOOKOFF. INVESTIGATION REVEALED THAT THE MAGNETO KEY SELECTOR SWITCH DID NOT HAVE THE GROUNDING LEAD CONNECTED TO THE RT MAGNETO POSITION ALLOWING THE MAGNETO TO BE "HOT" WHEN THE SELECTOR WAS IN THE OFF POSITION. THE ACFT WAS FOUND ABOUT 1/4 MI FROM THE AIRPORT WHERE IT HAD CRASHED INTO TREES.

Brief of Accident (Continued)

File No. - 2570

11/15/84

TITUSVILLE, FL

A/C Reg. No. N1554Y

Time (Lcl) - 2200 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)
1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
2. MAINTENANCE - IMPROPER -

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation STANDING - ENGINE(S) OPERATING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2571 11/17/84 PARKLAND, FL A/C Reg. No. N5560H Time (Lcl) - 1745 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

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

Eng Make/Model - CONTINENTAL C-90
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 95 HP

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

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

Weather Data

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

Wind Dir/Speed- 070/010 KTS

Visibility - 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

PARKLAND, 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 - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 384

Make/Model- 200

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AS HE APPROACHED THE AIRSTIP HE FLEW HIS PATTERN LOW. AS HE TURNED BASE THE WIND CAUGHT THE LEFT WING SHOVING THE ACFT DOWN. HE JAMMED THE THROTTLE FORWARD BUT THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 2571

11/17/84

PARKLAND, FL

A/C Reg. No. N5560H

Time (Lc1) - 1745 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2423 12/23/84 NAPLES, FL A/C Reg. No. N14JV Time (Lcl) - 1340 EST

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

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

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

Make/Model - GREAT LAKES ACFT CO. 2T-1A-2	Eng Make/Model - LYCOMING IO-360-B1F6	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1580	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NAPLES MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 522
SE LAND, ME LAND	Months Since - 5	Make/Model- 23
	Aircraft Type - C-172	Instrument- 84
		Multi-Eng - 47
		Last 24 Hrs - 2
		Last 30 Days- 5
		Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING A THREE POINT LANDING ON THE PAVED RUNWAY THE PILOT LOST CONTROL OF THE ACFT, IT VEERED LEFT AND RAN OFF THE RWY. THE ACFT THEN STRUCK A MOUND OF SANDY SOIL AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2423

12/23/84

NAPLES, FL

A/C Reg. No. N14JV

Time (Lc1) - 1340 EST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2597 8/11/84 CUMMING,GA A/C Reg. No. N1357N Time (Lc1) - 1030 EDT

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

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

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

Make/Model - BOEING A75N1	Eng Make/Model - P&W R-985-AN-3	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CUMMING,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 11.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1800 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 - 43	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11000
SE LAND,ME LAND	Months Since - 6	Make/Model- 370
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 9000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A PARTIAL PWR LOSS DURING TAKEOFF. THE PILOT RELEASED THE BANNER THE ACFT WAS TOWING, MADE A LEFT TURN INTO A VALLEY AND COLLIDED WITH A DITCH DURING A FORCED LANDING. INVESTIGATION REVEALED MAINTENANCE DEFICIENCIES IN BOTH THE CARBURETOR AND PROPELLER GOVERNOR.

Brief of Accident (Continued)

File No. - 2597

8/11/84

CUMMING,GA

A/C Reg. No. N1357N

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation TAKEOFF

1. FUEL SYSTEM,CARBURETOR - LEAK
2. PROPELLER SYSTEM/ACCESSORIES,GOVERNOR - DETERIORATED
3. PROPELLER SYSTEM/ACCESSORIES,GOVERNOR - PRESSURE TOO LOW
4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
5. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2568 9/26/84 LITTLE S.SIMONS,GA A/C Reg. No. N714YJ Time (Lcl) - 0245 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/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 - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
JEKYLL ISLAND,GA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1023 Last 24 Hrs - 1
Make/Model- 105 Last 30 Days- UNK/NR
Instrument- 26 Last 90 Days- 58
Multi-Eng - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A WASHED-OUT AREA DURING A BEACH LANDING AT NIGHT AND WAS DESTROYED WHEN IT FLIPPED OVER INTO THE OCEAN. INVESTIGATION REVEALED THAT THE PLT WAS BRINGING A MECHANIC/PLT TO THIS PART OF THE BEACH IN AN EFFORT TO REPAIR ANOTHER ACFT THAT HAD MADE A FORCED LANDING EARLIER THAT EVENING. THERE WAS PRESSURE TO GET THE FIRST ACFT OFF THE BEACH BEFORE HIGH TIDE.

Brief of Accident (Continued)

File No. - 2568

9/26/84

LITTLE S.SIMONS,GA

A/C Reg. No. N714YJ

Time (Lcl) - 0245 EDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2594 12/10/84 GRIFFIN,GA A/C Reg. No. N1046L Time (Lcl) - 1450 EST

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

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

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

Make/Model	- LAKE LA-4-200	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	MC RAE,GA	
Completeness	Destination	Airport Data
Basic Weather	PEACHTREE CITY,GA	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	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- N/A
Condition of Light	- FORCED LANDING	

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current	- YES	Total
SE LAND,ME LAND,SE SEA	Months Since	- 11	Make/Model-
	Aircraft Type	- UNK/NR	Instrument-
			Multi-Eng -
			125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING AN EMERGENCY LANDING WHILE ON A PERSONAL X-COUNTRY FLIGHT. INSPECTION OF THE ACFT AT THE ACCIDENT SITE REVEALED EMPTY FUEL SUMPS AND FUEL TANKS.

Brief of Accident (Continued)

File No. - 2594

12/10/84

GRIFFIN,GA

A/C Reg. No. N1046L

Time (Lcl) - 1450 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT 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)

5. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2453 9/28/84 MOLOKAI, HI A/C Reg. No. N9541U Time (Lcl) - 1316 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
UNK/NR

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

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

Make/Model - GRUMMAN AMERICAN AA1C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

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

Wind Dir/Speed- 060/018 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MOLOKAI, HI

Destination

HONOLULU, HI

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER - CHOPPY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 21

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 25

Make/Model- 25

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON THE LAST LEG OF HIS 1ST X-COUNTRY FLT FROM HONOLULU, HI, TO LANAI, HI, TO MOLOKAI, HI, & RETURN TO HONOLULU. HE DEPARTED MOLOKAI AT 1304 HST & AT 1311, HE REPORTED ABEAM LAAU POINT. ABOUT 5 MIN LATER, THE PLT REPORTED THAT HE WAS 15 TO 20 MI WEST OF LAAU POINT & WAS "HAVING ENG TROUBLE - GOING INTO THE WATER." THE COAST GUARD & CIVIL AIR PATROL CONDUCTED A SEARCH, BUT NEITHER THE ACFT NOR THE PLT WERE FOUND. THE ACFT WAS PRESUMED TO HAVE BEEN DITCHED & DESTROYED. THE PLT WAS PRESUMED TO HAVE RECEIVED FATAL INJURIES OR DROWNED.

Brief of Accident (Continued)

File No. - 2453

9/28/84

MOLOKAI, HI

A/C Reg. No. N9541U

Time (Lc1) - 1316 HST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2595

9/09/84

OTTUMWA, IA

A/C Reg. No. N756TN

Time (Lcl) - 0252 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- GROUND FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CHICAGO, IL
Destination
GRAIN VALLEY, MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

OTTUMWA INDUST.
Runway Ident - 31
Runway Lth/Wid - 6499/ 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 - 37
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-R182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 151
Make/Model- 57
Instrument- 6
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENTERED IMC WEATHER, THE PLT BECAME DISORIENTED & CRUISED WITHOUT ATC NAVIGATIONAL ASSISTANCE AFTER FAILING TO MAKE RADIO CONTACT OR FILE A FLT PLAN. THE NON-INSTRUMENT RATED PRIVATE PLT FLEW UNTIL ACFT POWER WAS LOST DUE TO FUEL EXHAUSTION. THE RESULTANT FORCED LANDING ON ROUGH & UNEVEN TERRAIN ON A FOGGY DARK NIGHT RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. THE VISIBILITY WAS ESTIMATED AS 1/4 OF A MILE.

Brief of Accident (Continued)

File No. - 2595

9/09/84

OTTUMWA,IA

A/C Reg. No. N756TN

Time (Lc1) - 0252 CDT

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

4. FLUID, FUEL - EXHAUSTION
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. LIGHT CONDITION - NIGHT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2496 11/17/84 INDIAN MEADOWS, ID A/C Reg. No. N7380M Time (Lcl) - 1400 MST

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

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

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

Make/Model	- CESSNA 175	Eng Make/Model	- CONTINENTAL GO-300-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 175 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	BOISE, ID			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	INDIANA MEADOWS, ID		NONE	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 35.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2300 -UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE				SNOW - COMPACTED
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 1330	Last 24 Hrs - 3
SE LAND	Months Since - UNK/NR	Make/Model - 3	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 225	Last 90 Days - 15
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

LANDED LONG AND ACFT SLID OFF END OF RWY ON COMPACT SNOW AND ICE CONTACTING A SNOW BERM NEAR END OF RWY.

Brief of Accident (Continued)

File No. - 2496

11/17/84

INDIAN MEADOWS, ID

A/C Reg. No. N7380M

Time (Lc1) - 1400 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - ICY
6. TERRAIN CONDITION - SNOW COVERED

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

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

-----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) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2524 11/17/84 DIXIE,ID A/C Reg. No. N35699 Time (Lcl) - 1400 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

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

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

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

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

Weather Data

Wx Briefing - 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
DIXIE,ID
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 - 46
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-U206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	792
Make/Model	500
Instrument	0
Multi-Eng	20
Last 24 Hrs	UNK/NR
Last 30 Days	UNK/NR
Last 90 Days	30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF FROM YELLOW PINE BAR AIRSTRIIP, WITNESSES OBSERVED THE ACFT DEPART TO THE SW, ENTER A STEEP LEFT TURN IMMEDIATELY AFTER LIFTOFF, CROSS THE RIVER IN A TURN AND IMPACT THE SOUTH BANK ABEAM THE AIRSTRIIP. A GROUND FIRE BROKE OUT AFTER IMPACT. PHOTOGRAPHS OF THE WRECKAGE SITE INDICATE A NOSE DOWN, NEAR VERTICAL ATTITUDE AT IMPACT.

Brief of Accident (Continued)

File No. - 2524

11/17/84

DIXIE, ID

A/C Reg. No. N35699

Time (Lcl) - 1400 MST

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

Finding(s)
1. UNDETERMINED

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2494 12/03/84 BOISE, ID A/C Reg. No. N402NQ Time (Lcl) - 1210 MST

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

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

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10-520-VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	TWIN FALLS, ID			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	BOISE, ID		Runway Ident	- N/A
Wind Dir/Speed	- 150/003 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 20000 FT THIN BKN	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3406	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 2	Make/Model - 100	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 245	Last 90 Days - 150
		Multi-Eng - 1200	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DESCENT WAS MADE TO APRX 50 FT AGL TO OBSERVE A HERD OF CATTLE. ACFT CONTACTED POWER LINES CUTTING OFF THE LEFT WING TIP. FLT CONTINUED AND LANDING WAS MADE AT BOISE AIR TERMINAL WITHOUT INCIDENT. PLT STATED HE DID NOT SEE WIRES.

Brief of Accident (Continued)

File No. - 2494

12/03/84

BOISE, ID

A/C Reg. No. N402NQ

Time (Lc1) - 1210 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. ALTITUDE - IMPROPER - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. OBJECT - WIRE, STATIC
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2479 9/20/84 CHICAGO,IL A/C Reg. No. N1377S Time (Lcl) - 1930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
LAKE GENEVA,WI
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MIDWAY
Runway Ident - 04L
Runway Lth/Wid - 5509/ 150
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 42

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED TO GND CONTROL AFTER THE ACCIDENT THAT HE HAD A FLAT TIRE. SEVERAL WITNESSES STATED THE PILOT MADE A HARD LANDING AFTER WHICH HE LOST DIRECTIONAL CONTROL. THE PLT DID NOT COMPLETE AN NTSB PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 2479

9/20/84

CHICAGO,IL

A/C Reg. No. N1377S

Time (Lcl) - 1930 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2551 10/28/84 CHICAGO, IL A/C Reg. No. N66964 Time (Lcl) - 1210 CST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - NO -N/A
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MIDWAY
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - 31R
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5390/ 175
Lowest Sky/Clouds - 1800 FT	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - 1800 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 - 79	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 713
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT STATED THAT HE WAS AWARE OF A NOSE WHEEL SHIMMY ON THE ACFT BEFORE FLT BUT WAS ADVISED BY THE OPERATOR THAT IT WAS SAFE TO FLY. HE STATED THAT UPON LANDING, WHEN THE NOSE WHEEL TOUCHED DOWN, IT BEGAN TO SHIMMY VIOLENTLY AND THE NOSE TIRE BLEW. INSPECTION REVEALED DAMAGE TO THE ACFT FIREWALL.

Brief of Accident (Continued)

File No. - 2551

10/28/84

CHICAGO, IL

A/C Reg. No. N66964

Time (Lcl) - 1210 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, TIRE - BURST
 2. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2492 11/12/84 BEDFORD, IL A/C Reg. No. N5543 Time (Lc1) - 1610 CST

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

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

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

Make/Model - BEECHCRAFT D-45 (T-34)	Eng Make/Model - CONTINENTAL D-470-13	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2985	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PITTSFIELD, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1534
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 419
		Last 30 Days- UNK/NR
		Instrument- 63
		Last 90 Days- 39
		Multi-Eng - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING FLT, HE PROCEEDED TO FLY ALONG A RIVER. AFTER A TIME, HE REVERSED COURSE & BEGAN FLYING ALONG THE RIVER IN THE OPPOSITE DIRECTION. HE SAID THAT THE FLT BACK WAS AT A LOWER ALT & THAT THE PROPELLER CONTACTED SOMETHING IN THE WATER. A SUBSEQUENT LOSS OF THRUST OCCURRED. THE PLT WAS ABLE TO MAKE A FORCED LANDING IN A BEAN FIELD, BUT DURING THE LANDING, THE ACFT CONTACTED A DITCH.

Brief of Accident (Continued)

File No. - 2492

11/12/84

BEDFORD,IL

A/C Reg. No. N5543

Time (Lcl) - 1610 CST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - INTENTIONAL - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 5. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING
6. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2491 11/22/84 PLAINFIELD, IL A/C Reg. No. N2381A Time (Lcl) - 1230 CST

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

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

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

Make/Model - PIPER PA-22-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LOCKPORT, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLOW INTL
Wind Dir/Speed- 205/015 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3370/ 50
Lowest Sky/Clouds - 16000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 214
SE LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 97
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

RIGHT WING OF ACFT WAS LIFTED BY WIND WHILE TAXIING AFTER LANDING. PLT WAS TAXIING SOUTH THEN MADE TURN INTO TIE DOWN AREA WHEN ACCIDENT OCCURRED. FLAPS WERE DOWN AND CONTROL WHEEL WAS HELD FORWARD WITH LEFT AILERON INPUT. ACFT FLIPPED OVER. PLT RECOMMENDED, "DO NOT OPERATE AIRCRAFT IN WINDS WHICH EXCEED THE AIRCRAFTS GROUND HANDLING LIMITATIONS."

Brief of Accident (Continued)

File No. - 2491

11/22/84

PLAINFIELD, IL

A/C Reg. No. N2381A

Time (Lc1) - 1230 CST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS

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

Finding(s)

3. JUDGEMENT - POOR - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #3 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) 3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2477 2/25/84 MONTICELLO, IN A/C Reg. No. N3805X Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 310K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-VO
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 340/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 6500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WHITE COUNTY

Runway Ident - 36

Runway Lth/Wid - 3500/ 60

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 46

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1520

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-----

AFTER TAKING OFF, THE ACFT WAS OBSERVED TO CLIMB TO ABOUT 400 FT AGL, THEN ENTER A STEEP LEFT BANK. THE ACFT THEN LEVELED OFF & ROLLED OUT ON A DOWNWIND THAT WAS ANGLING TOWARD THE RWY. ON DOWNWIND, THE AIRCREW TRANSMITTED THAT THEY WERE "COMING BACK." ACCORDING TO THE UNICOM OPERATOR, THE CREWMEMBER SOUNDED DISGUSTED OR DISAPPOINTED ABOUT SOMETHING. AT OR NEAR THE POINT WHERE THE PLT WOULD HAVE BEGUN A BASE TURN, THE ACFT ENTERED A STEEP LEFT BANK, THEN THE NOSE DROPPED & THE ACFT "FLEW" INTO THE GROUND & BURNED. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2477

2/25/84

MONTICELLO, IN

A/C Reg. No. N3805X

Time (Lcl) - 1500 EST

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

Finding(s)

1. ABORT - INITIATED - PILOT IN COMMAND
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2480 8/27/84 CRAWFORDSVILLE, IN A/C Reg. No. N2124R Time (Lcl) - 1640 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

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

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

Make/Model - CESSNA 182G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/012 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EFFINGHAM, IL
Destination
ANDERSON, IN

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 41
Biennial Flight Review
Current - NO
Months Since - 36
Aircraft Type - UNK/NR

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

Total	- 465	Last 24 Hrs	- 3
Make/Model-	175	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	70

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT WHILE EN ROUTE THE GENERATOR CIRCUIT BREAKER POPPED AND ATTEMPTS TO RESET IT PROVED FUTILE. A LOSS OF PWR OCCURRED LATER IN THE FLT AND A FORCED LANDIG WAS MADE IN A FIELD DURING WHICH THE ACFT WAS DAMAGED. NO FUEL WAS FOUND IN THE ACFT AFTER THE ACCIDENT OCCURRED. PLT STATED HE FORGOT TO REFUEL THE ACFT BEFORE DEPARTING.

Brief of Accident (Continued)

File No. - 2480

8/27/84

CRAWFORDSVILLE, IN

A/C Reg. No. N2124R

Time (Lc1) - 1640 EST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. ELECTRICAL SYSTEM - INOPERATIVE
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND
6. FUEL CONSUMPTION CALCULATIONS - DISREGARDED - PILOT IN COMMAND
7. FLUID - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

8. TERRAIN CONDITION - CROP

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2493 9/22/84 INDIANAPOLIS, IN A/C Reg. No. N22667 Time (Lcl) - 1120 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

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

Wind Dir/Speed- 180/012 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

MT. COMFORT

Runway Ident - 25

Runway Lth/Wid - 5500 -UNK/NR

Runway Surface - CONCRETE

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 - 23 Last 24 Hrs - UNK/NR

Make/Model- 23 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF ROLL, THE WINDOW POPPED OPEN. AT ABOUT THAT TIME, THE ACFT BEGAN TRAVELING TO THE LEFT SIDE OF THE RWY, BUT THE PLT ELECTED TO CONTINUE THE TAKEOFF. WHILE IN A NOSE HIGH ATTITUDE TO TAKEOFF, THE AFT FUSELAGE CONTACTED A RWY LIGHT. THE PLT STATED THAT HE WAS UNAWARE OF THE OCCURRENCE & CONTINUED THE FLT.

Brief of Accident (Continued)

File No. - 2493

9/22/84

INDIANAPOLIS, IN

A/C Reg. No. N22667

Time (Lcl) - 1120 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. WINDOW, DOOR - OPEN
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - RUNWAY LIGHT

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2486 10/20/84 LAKE VILLAGE, IN A/C Reg. No. N41483 Time (Lcl) - 1600 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

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

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

Make/Model - PIPER PA28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 130/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRIFFITH, IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAKE VILLAGE
Runway Ident - 18
Runway Lth/Wid - 2600/ 300
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1895
Last 24 Hrs - 3
Make/Model- 37
Instrument- 10
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS ON FINAL APCH TO LAND ON A WET, SOD RWY WHEN HE NOTICED A FLOCK OF GEESE OVER THE APCH END. HE ADDED POWER TO FLY OVER THE GEESE THEN PROCEEDED TO TOUCHDOWN FURTHER DOWN THE RWY THAN WHAT HE HAD PLANNED. DUE TO HIS SPEED & THE WET RWY, HE WAS UNABLE TO STOP SO HE ABORTED THE LANDING. HOWEVER, AFTER LIFT-OFF, THE LANDING GEAR HIT A FENCE THAT BORDERED THE DEPARTURE END OF THE RWY. THE ACFT CONTINUED ACROSS A BOARDERING ROAD & NOSED INTO A DITCH.

Brief of Accident (Continued)

File No. - 2486

10/20/84

LAKE VILLAGE, IN

A/C Reg. No. N41483

Time (Lcl) - 1600 EST

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

Finding(s)

1. OBJECT - BIRD(S)
2. MANEUVER - PERFORMED - PILOT IN COMMAND
3. FLARE - DELAYED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. ABORTED LANDING - DELAYED - PILOT IN COMMAND
6. OBJECT - FENCE

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

Finding(s)

7. TERRAIN CONDITION - DITCH

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2410 7/08/84 BENNINGTON,KS A/C Reg. No. N4999C Time (Lc1) - 1210 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BRANTLY B-2
Landing Gear - SKID
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING VO-360-A1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 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- 210/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BENNINGTON,KS
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BERKLEY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

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

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

Total - 16	Last 24 Hrs - 2
Make/Model- 16	Last 30 Days- 16
Instrument- 0	Last 90 Days- 16
	Rotorcraft - 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT AFTER LIFTING TO A HOVER ON HER FIRST SOLO FLT, SHE MADE TWO 180 DEGREE HOVERING TURNS. SHE SAID THAT THE HELICOPTER ENTERED A VIOLENT LATERAL VIBRATION AND DESCENDED TO THE GROUND. EXAMINATION OF THE WRECKAGE DID NOT DISCLOSE ANY EVIDENCE OF PRE-IMPACT MALFUCTION OR FAILURE THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2410

7/08/84

BENNINGTON,KS

A/C Reg. No. N4999C

Time (Lc1) - 1210 CDT

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

Finding(s)

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

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

Finding(s)

4. DESCENT - NOT CORRECTED - PILOT IN COMMAND
-

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2562 10/14/84 HIATTVILLE,KS A/C Reg. No. N3102U Time (Lcl) - 2110 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/007 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 1800 FT THIN BKN
Lowest Ceiling - OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MIAMI,OK
Destination
LIBERTY,MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-182F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 206
Make/Model- 194
Instrument- 1
Last 24 Hrs - 2
Last 30 Days- 3
Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A NIGHT X-COUNTRY FLT. GROUND WITNESSES WHO SAW THE FLASH FROM THE GROUND IMPACT STATED THAT THERE WAS A THUNDERSTORM IN THE AREA AT THE TIME OF THE ACCIDENT. THEY ALSO STATED THAT THEY HAD DIFFICULTY IN LOCATING THE WRECKAGE DUE TO REDUCED VISABILITY RESULTING FROM HEAVY RAIN AND FOG IN THE AREA. THE ACFT WAS DESTROYED BY IMPACT FORCES AND POST CRASH FIRE. A PATHOLOGICAL EXAMINATION OF THE PLT DID NOT DISCLOSE ANY EVIDENCE OF A PRE-IMPACT CONDITION THAT WOULD HAVE DETRACTED FROM HIS ABILITY TO OPERATE THE ACFT. HOWEVER, TOXICOLOGICAL TESTS DID REVEAL THE PRESENCE OF CHLORPHENIRAMINE, AN ANTIHISTAMINE. A PRESCRIPTION DRUG, ORNADE 100, WAS FOUND IN THE WRECKAGE.

Brief of Accident (Continued)

File No. - 2562

10/14/84

HIATTVILLE,KS

A/C Reg. No. N3102U

Time (Lc1) - 2110 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - FOG
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. SPIRAL - INADVERTENT - PILOT IN COMMAND
7. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2435 11/09/84 JUNCTION CITY,KS A/C Reg. No. N13030 Time (Lcl) - 1320 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION).		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA R172E	Eng Make/Model	- CONTINENTAL IO-360-D6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - MILITARY</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FT. SILL,OK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data JUNCTION CITY MUNI</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 2080/ 200</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 502
SE LAND	Months Since - 0	Make/Model- 74
	Aircraft Type - C-172	Instrument- 84
		Multi-Eng - 16
		Last 24 Hrs - 3
		Last 30 Days- 6
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS EXPERIENCING COMMUNICATIONS DIFFICULTIES, DIVERTED FROM DESTINATION TO NEARBY UNCONTROLLED ARPT DUE TO TRAFFIC CONSIDERATIONS. PLT WAS UNABLE TO CONTACT UNICOM AND ELECTED TO CIRCLE FOR TRAFFIC AND WIND EVALUATION. BEST RUNWAY FOR WIND DIRECTION WAS SELECTED AND APPROACH COMMENCED. ON FINAL, PLT NOTED RATE OF DESCENT RELATIVE TO GROUND SPEED INDICATED A STRONGER HEADWIND THAN ORIGINALLY THOUGHT, BUT DID NOT INCREASE POWER TO COMPENSATE. TOUCH DOWN WAS SHORT OF THRESHOLD IN PLOWED AREA, CAUSING ACFT TO NOSE DOWN IN SOFT TERRAIN. AFTER DEPLANING, PILOT EVALUATED WIND AT 15-20 KTS.

Brief of Accident (Continued)

File No. - 2435

11/09/84

JUNCTION CITY,KS

A/C Reg. No. N13030

Time (Lc1) - 1320 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2581 11/25/84 NICHOLASVILLE,KY A/C Reg. No. N4343F Time (Lcl) - 1945 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	4

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 120/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 12000 FT
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WILMINGTON,NC
Destination
LOUISVILLE,KY

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 - 41

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO A SEWAGE TREATMENT PLANT DURING AN EMERGENCY LANDING AFTER FUEL EXHAUSTION WHILE ON A PERSONAL FLT. THE PLT INDICATED THAT THE FLT WAS 4 HOURS 10 MINUTES LONG. THE ACFT FUEL CAPACITY IS LISTED AS 38 GALS USABLE. THE ACFT IS CERTIFIED FOR FOUR SEATS AND HAD FIVE PERSONS ABOARD.

Brief of Accident (Continued)

File No. - 2581

11/25/84

NICHOLASVILLE, KY

A/C Reg. No. N4343F

Time (Lc1) - 1945 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2593 12/25/84 FT KNOX, KY A/C Reg. No. N6666P Time (Lcl) - 1155 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1G5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 020/020 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PARKERSBURG, WV</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>GODMAN AAF</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 5200/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE, COMMERCIAL</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 0</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 1475</p> <p>Make/Model- 21</p> <p>Instrument- 21</p>	<p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 22</p> <p>Rotorcraft - 1141</p>
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Instrument Rating(s) - NONE

-----Narrative-----

N6666P, CONTACTED THE GROUND 100 YDS SHORT OF RWY 36 DURING LANDING AT FT KNOX, KY, WHILE ON A PERSONAL FLIGHT. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE TO THE NOSE, LEFT MAIN LANDING GEAR, BOTH WINGS AND THE PROPELLER. INVESTIGATION REVEALED THE ACFT EXCEEDED CENTER OF GRAVITY LIMITS DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2593

12/25/84

FT KNOX, KY

A/C Reg. No. N6666P

Time (Lc1) - 1155 EST

Occurrence

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2506 5/27/84 KINNER, LA A/C Reg. No. N13871 Time (Lcl) - 1227 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 177B	Eng Make/Model	- LYCOMING O-360-A1F6D	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>KINNER, LA</p> <p>Destination</p> <p>BESSEMER, AL</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</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1567</p> <p>Make/Model- 175</p> <p>Instrument- 88</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 11</p> <p>Last 90 Days- 15</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE LOST ENG PWR AFTER DEPARTING THE NEW ORLEANS INT'L ARPT. THE FLT WAS UNABLE TO RETURN TO THE ARPT. THE ACFT CRASHED IN THE WATERS OF LAKE PONTCHARTRAIN ABOUT 1 MILE FROM THE ARPT. THE WRECKAGE WAS LOCATED AND MARKED WITH A BUOY. DUE TO HIGH WINDS AND ROUGH WATER, THE ACFT WRECKAGE COULD NOT BE MOVED FOR SEVERAL DAYS. SUBSEQUENT RECOVERY WAS TO BE ATTEMPTED BUT THE BUOY HAD DISAPPEARED. AFTER APRX 3 TO 4 WEEKS THE WRECKAGE WAS RELOCATED AND RECOVERED. INVESTIGATION REVEALED THE SCREW HOLDING THE CAM ACTIVATING THE IGNITION POINTS HAD SEPARATED. THE CAM THEN WAS ALLOWED TO ROTATE, ELIMINATING THE ACTIVATION OF THE POINTS. THE MAGNETO WAS CLEANED, THE CAM SCREW REINSTALLED AND THE POINTS SET FOR CORRECT OPENING. THE MAGNETO WAS INSTALLED ON THE ENGINE AND THEN STARTED USING AUX FUEL SUPPLY AND BATTERY PWR. THE ENGINE OPERATED AT ABOUT 2500 RPM WITH OIL PRESSURE OF 85 PSI. THE PROPELLER WAS OPERATED FROM LOW TO HIGH PITCH. THE MAGNETO POINTS WERE REPLACED 42 HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2506

5/27/84

KINNER, LA

A/C Reg. No. N13871

Time (Lc1) - 1227 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. IGNITION SYSTEM, MAGNETO - LOOSE
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2433 6/03/84 HOUMA, LA A/C Reg. No. N4665E Time (Lcl) - 1855 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-POSITIONING	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	0	0	0
Accident Occurred During	-APPROACH	NONE	Pass	1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	VENICE, LA
Completeness	- N/A	Destination
Basic Weather	- VMC	SAME AS ACC/INC
Wind Dir/Speed	- 180/005 KTS	Runway Ident
Visibility	- 10.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	Runway Surface
Lowest Ceiling	- NONE	Runway Status
Obstructions to Vision	- NONE	
Precipitation	- NONE	
Condition of Light	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 13000
SE LAND, ME LAND	Months Since - 5	Make/Model	- 10000
	Aircraft Type - UNK/NR	Instrument	- 600
		Multi-Eng	- 1500
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS RETURNING TO HOME BASE OF OPERATIONS, EXECUTING STANDARD VISUAL APPROACH ALONG INTERCOASTAL WATERWAY ON WESTERLY BASE HEADING PRIOR TO TURN ON FINAL. ACFT COLLIDED WITH OVERHEAD GROUND WIRES OF POWER TRANSMISSION ARRAY SPANNING THE WATERWAY AT AN OVERPASS. INVESTIGATION REVEALED ACFT HEADING AT TIME OF IMPACT WAS INTO SETTING SUN, WITH STRONG REFLECTIVE GLARE FROM WATER. OPERATOR STATED WIRES WERE MARKED WITH ORANGE BALLS AT TIME OF MISHAP.

Brief of Accident (Continued)

File No. - 2433

6/03/84

HOUMA, LA

A/C Reg. No. N4665E

Time (Lc1) - 1855 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - WIRE, STATIC(MARKED)
 3. LIGHT CONDITION - SUNGLARE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2415

7/07/84

NEW IBERIA, LA

A/C Reg. No. N4090

Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY M-18LA
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 850
No. of Seats - 1

Eng Make/Model - LYCOMING O-145-B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 220/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW IBERIA, LA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 18

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - C-152

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A PLT WITNESS OBSERVED THE ACFT IN A 20 TO 30 DEG DIVE AT HIGH SPEED JUST PRIOR TO THE ACCIDENT. HE REPORTED THAT AT AN ALT OF ABOUT 1200 TO 1300 FT, THE ACFT BEGAN A PULL-UP. AS THE PULL-UP WAS STARTED, THE OUTBOARD PORTION OF THE ACFT'S LEFT WING FOLDED UPWARD & THE ACFT ENTERED AN UNCONTROLLED DIVE & CRASHED. THE OUTBOARD 3 FT OF THE LEFT WING WAS FOUND RELATIVELY INTACT. THE REMAINDER OF THE WING WAS BROKEN IN NUMEROUS PIECES. ALSO, THE LEFT AILERON WAS BENT UPWARD ABOUT 3 FT FROM ITS OUTBOARD END. AN EXAM OF THE WOODEN STRUCTURE REVEALED DISCOLORATION IN THE FRACTURE AREA. EVIDENCE OF WOOD DETERIORATION & DECAY WAS FOUND IN LOCALIZED AREAS AROUND WING FASTENERS. A TOXICOLOGICAL CHECK OF THE PLT'S BLOOD SHOWED SOME ALCOHOL (0.04%); HOWEVER, THE PLT'S BODY HAD NOT BEEN IMMEDIATELY REMOVED FROM THE WRECKAGE. THE AMOUNT OF ALCOHOL DUE TO PUTREFACTION WAS NOT DETERMINED. THE PLT'S LAST MEDICAL CERTIFICATE WAS DATED 12/18/81.

Brief of Accident (Continued)

File No. - 2415

7/07/84

NEW IBERIA, LA

A/C Reg. No. N4090

Time (Lc1) - 1700 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. WING, SPAR - DETERIORATED
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. PULL-UP - INITIATED - PILOT IN COMMAND
7. WING, SPAR - FAILURE, TOTAL
8. WING - SEPARATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2547 7/30/84 LAKE CHARLES, LA A/C Reg. No. N4314D Time (Lcl) - 1020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2447
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/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- 050/008 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE CHARLES, LA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1828
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- 244
Last 90 Days- UNK/NR
Multi-Eng - 158

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APRX 250 FT AG., ACCORDING TO WITNESSES, ENG SOUNDS INDICATED THAT POWER WAS REDUCED TO IDLE. THE ACFT ROLLED INTO A STEEP LEFT DESCENDING TURN FOLLOWED BY THE APPLICATION OF POWER JUST PRIOR TO IMPACT. THE CFI WAS KNOWN TO HAVE GIVEN OTHER STUDENTS SIMULATED ENG FAILURES SHORTLY AFTER TAKEOFF. AN OPEN FIELD IS ADJACENT TO THE ARPT ON THE RWY EXTENDED CENTERLINE. DISASSEMBLY OF THE ENG REVEALED NO MECHANICAL MALFUNCTIONS WHICH WOULD HAVE CAUSED AN INTERRUPTION OF POWER.

Brief of Accident (Continued)

File No. - 2547

7/30/84

LAKE CHARLES, LA

A/C Reg. No. N4314D

Time (Lc1) - 1020 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
 4. MANEUVER - ATTEMPTED - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 6. AIRSPEED(VS) - NOT MAINTAINED - DUAL STUDENT
 7. STALL - INADVERTENT - DUAL STUDENT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
 9. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2424

8/24/84

OAK GROVE, LA

A/C Reg. No. N528Y

Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3725

No. of Seats - 1

Eng Make/Model - JACOBS R-755A2M1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

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 - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 36

Runway Lth/Wid - 1800 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2130

Make/Model- 441

Instrument- 10

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 190

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LANDED WITH A FLAT LEFT MAIN TIRE, VEERED LEFT AND NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2424

8/24/84

OAK GROVE, LA

A/C Reg. No. N528Y

Time (Lc1) - 1015 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2592 12/23/84 LAKE CHARLES, LA A/C Reg. No. N2049G Time (Lcl) - 2235 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR		
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	WELSH, LA	LAKE CHARLES
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 300 FT PART OBS	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - ILS-COMplete	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	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-----

THE ACFT CRASHED 3 MILES SHORT OF THE LAKE CHARLES AIRPORT WHILE ON AN ILS APPROACH. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT, AND AN IFR FLIGHT PLAN WAS FILED BY THE NON-INSTRUMENT RATED PILOT. A REVIEW OF THE RADIO TRANSCRIPTS INVOLVING N2049G AND APPROACH CONTROL REVEALED CONFUSION ON THE PART OF THE PLT CONCERNING INSTRUMENT FLIGHT PROCEDURES.

Brief of Accident (Continued)

File No. - 2592

12/23/84

LAKE CHARLES, LA

A/C Reg. No. N2049G

Time (Lc1) - 2235 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. OBJECT - WIRE, TRANSMISSION
 4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2537 3/03/84 BOSTON, MA A/C Reg. No. N9159C Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA R182	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NWS	Last Departure Point FARMINGDALE, NY	
Method - UNK/NR	Destination	Airport Data
Completeness - UNK/NR	SAME AS ACC/INC	LOGAN
Basic Weather - VMC	ATC/Airspace	Runway Ident - 33L
Wind Dir/Speed- 030/008 KTS	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 643
SE LAND	Months Since - 11	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 23
		Instrument- 139
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, DUE TO LANDING TRAFFIC HE WAS REQUESTED BY ATC TO KEEP HIS AIRSPEED AS FAST AS POSSIBLE.
A HARD LANDING RESULTED AT 110 KTS.

Brief of Accident (Continued)

File No. - 2537

3/03/84

BOSTON,MA

A/C Reg. No. N9159C

Time (Lcl) - 1100 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TRAFFIC PATTERN PROCEDURE - CONGESTED
 2. AIRSPEED - DISREGARDED - PILOT IN COMMAND
 3. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
 5. FLARE - IMPROPER - PILOT IN COMMAND
 6. LANDING GEAR, TIRE - EXPLODED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2583 4/18/84 CONCORD, MA A/C Reg. No. N4467X Time (Lc1) - 2239 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 050/007 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ZELIENOPLE, PA
Destination
BEDFORD, MA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HANSCOM FIELD
Runway Ident - 11
Runway Lth/Wid - 7001/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 435	Last 24 Hrs	- 4
Make/Model-	78	Last 30 Days-	25
Instrument-	119	Last 90 Days-	57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A HOUSE WHILE ON AN ILS APPROACH TO RWY 11 AT HANSCOM FIELD. SHORTLY BEFORE THE ACFT HAD REACHED THE OUTER MARKER (AND AFTER THE HAND OFF FROM BOSTON APPROACH CONTROL TO HANSCOM TOWER) AN ALTITUDE ALERT ON N4467X WAS RECEIVED BY THE BOSTON APPROACH RADAR CONTROLLER. HE NOTIFIED THE HANSCOM CONTROLLER WHO THEN INFORMED THE PLT OF THE ALERT, TO WHICH THE PLT REPLIED HE WAS AT 1400 FT AND CROSSING THE OUTER MARKER. THIS WAS THE THIRD INSTANCE DURING THE FLT WHERE A DISCREPANCY BETWEEN THE BAROMETRIC ALTIMETER AND THE ENCODING ALTIMETER CAME TO LIGHT. INVESTIGATION ALSO REVEALED THAT THE ACCIDENT OCCURRED AT THE END OF AN 18 HR WORK DAY FOR THE PLT WHO HAD ALSO BEEN ILL WITH THE FLU DURING THE WEEKEND PRECEEDING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2583

4/18/84

CONCORD, MA

A/C Reg. No. N4467X

Time (Lc1) - 2239 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
2. DESCENT - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG
8. LIGHT CONDITION - DARK NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - RESIDENCE
10. OBJECT - TREE(S)
11. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2519 7/24/84 MANSFIELD, MA A/C Reg. No. N49985 Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	2	0	0
Pass	0	0	0	0	0
Other	0	0	1	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 310/005 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
MANSFIELD, MA
Destination
SAME AS ACC/INC

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 - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

CFI
SE LAND

Age - 33

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 770	Last 24 Hrs	- 0
Make/Model	- 170	Last 30 Days	- UNK/NR
Instrument	- 75	Last 90 Days	- 84
Multi-Eng	- 7		

Instrument Rating(s) - UNK/NR

-----Narrative-----

N49985 LANDED ON RWY 32 AND TURNED OFF RWY AT MIDFIELD INTERSECTION. ACFT CAME TO FULL STOP TO RETRACT FLAPS AND TURN OFF CARB HEAT. PLT STATED A CHECK FOR OTHER TRAFFIC WAS MADE AT THIS TIME. STUDENT PLT BEGAN TAXIING TO RAMP WITH LANDING LIGHT OFF, NAV LIGHTS AND BEACON ON. N8172 WAS TAXIING TO RWY 32 FOR TAKEOFF. PLT STATED HE SAW N49985 LAND AND TAKE THE FIRST TAXIWAY TURN OFF. HE STATED HE WAS MAKING "S" TURNS BUT DID NOT SEE N49985 TURN ONTO THE TAXIWAY. THE CFI IN N49985 INITIATED A SHARP RIGHT TURN WHEN HE SAW N8172 COMING TOWARD HIM BUT WAS UNABLE TO PREVENT THE COLLISION. THE NOSE SECTION OF N1872 CONTACTED THE LEFT SIDE OF N49985.

Brief of Accident (Continued)

File No. - 2519

7/24/84

MANSFIELD,MA

A/C Reg. No. N49985

Time (Lc1) - 2030 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DUSK
2. LANDING LIGHTS - NOT USED - PILOT IN COMMAND(CFI)
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
4. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
6. OBJECT - AIRCRAFT MOVING ON GROUND
7. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND(CFI)
8. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
9. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,8,9

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. - 2519 7/24/84 MANSFIELD, MA A/C Reg. No. N8172 Time (Lcl) - 2030 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	0
Accident Occurred During	-TAXI	NONE	Pass 0	0	0	0
			Other 0	0	1	0

-----Aircraft Information-----

Make/Model	- STOLP SA-300	Eng Make/Model	- LYCOMING IO-320	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- UNK/NR	- N/A
Obstructions to Vision	Type Apch/Lndg	- N/A
Precipitation	- TRAFFIC PATTERN	
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 770	Last 24 Hrs - 0
SE LAND	Months Since - 15	Make/Model- 775	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 25	Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

N49985 LANDED ON RWY 32 AND TURNED OFF RWY AT MIDFIELD INTERSECTION. ACFT CAME TO FULL STOP TO RETRACT FLAPS AND TURN OFF CARB HEAT. PLT STATED A CHECK FOR OTHER TRAFFIC WHO MADE AT THIS TIME. STUDENT PLT BEGAN TAXIING TO RAMP WITH LANDING LIGHT OFF, NAV LIGHTS AND BEACON ON. N8172 WAS TAXIING TO RWY 32 FOR TAKEOFF. PLT STATED HE SAW N49985 LAND AND TAKE THE FIRST TAXIWAY TURN OFF. HE STATED HE WAS MAKING "S" TURNS BUT DID NOT SEE N49985 TURN ONTO THE TAXIWAY. THE CFI IN N49985 INITIATED A SHARP RIGHT TURN WHEN HE SAW N8172 COMING TOWARD HIM BUT WAS UNABLE TO PREVENT THE COLLISION. THE NOSE SECTION OF N1827 CONTACTED THE LEFT SIDE OF N49985.

Brief of Accident (Continued)

File No. - 2519

7/24/84

MANSFIELD, MA

A/C Reg. No. N8172

Time (Lc1) - 2030 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DUSK
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 4. OBJECT - AIRCRAFT MOVING ON GROUND
 5. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
 6. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 7. CLEARANCE - NOT OBTAINED - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2431 8/17/84 NANTUCKET, MA A/C Reg. No. N739ZU Time (Lc1) - 1315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	3	0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/020 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BEDFORD, MA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

NANTUCKET
Runway Ident - 06
Runway Lth/Wid - 6303/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - NO
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	76
Last 24 Hrs	0
Make/Model-	12
Instrument-	4
Last 30 Days-	UNK/NR
Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

PLT ENTERED THE PATTERN FOR LANDING AND WAS ADVISED OF A CROSS-WIND SITUATION. PLT WAS UNFAMILIAR WITH THE AIRPORT AND REQUESTED A FULL PATTERN CIRCUIT TO OBSERVE CONDITIONS. ON LNDG FLARE WITH FULL FLAPS AND LEFT CROSS-WIND CORRECTION INPUT, A GUST CARRIED THE ACFT TO RIGHT OF RWY SURFACE. ACFT TOUCHED DOWN ON LEFT GEAR AND SWERVED LEFT. PLT APPLIED POWER FOR GO-AROUND, CROSSED RUNWAY TOWARD CONSTRUCTION AREA ON LEFT SIDE OF RUNWAY. TWR CONTROLLER BROADCAST "KILL THE THROTTLE." PLT CUT POWER AS ACFT ENTERED CONSTRUCTION SITE AND NOSED OVER IN ROUGH TERRAIN. PLT RECALL IS THAT GO-AROUND EFFORT WAS SUCCEEDING UNTIL POWER CUT BUT CONTROLLER STATED ACFT WAS ACCELERATING ON GRND TOWARD OBVIOUS HAZARD; ELT SIGNAL ACTIVATED DURING HIS TRANSMISSION. WITNESS STATED THAT WINDS WERE GUSTING TO 30 KTS WHEN ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2431

8/17/84

NANTUCKET, MA

A/C Reg. No. N739ZU

Time (Lc1) - 1315 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2510

9/01/84

MANSFIELD,MA

A/C Reg. No. N613AW

Time (Lc1) - 2300 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 -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH A23A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-346-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MONSFIELD,MA
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

MANSFIELD MUNICIPAL
Runway Ident - 32
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	390
Last 24 Hrs	2
Make/Model-	159
Last 30 Days-	UNK/NR
Instrument-	0
Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A NIGHT LANDING, THE PLT WENT TO THE END OF THE RWY, THEN STARTED A 180 DEG TURN TO THE RIGHT ONTO A PARALLEL TAXIWAY. HE INTENDED TO HEAD THE OPPOSITE DIRECTION ON THE TAXIWAY, WHICH WAS NOT LIGHTED. AS HE TURNED, THE LANDING LIGHT (INSTALLED ON THE LEFT WING) WAS ON. HE INADVERTENTLY TURNED TOO WIDE, WENT OFF THE TAXIWAY & CONVERGED ON A CESSNA 150 PARKED NEARBY. SUBSEQUENTLY, THE LEFT WING TIP HIT THE EMPENNAGE OF A CESSNA 150, N19094. THE PLT DID NOT SEE THE UNATTENDED CESSNA UNTIL JUST PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 2510

9/01/84

MANSFIELD,MA

A/C Reg. No. N613AW

Time (Lc1) - 2300 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. AIRPORT FACILITIES, TAXIWAY LIGHTING - UNAVAILABLE
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - 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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2523 9/19/84 WORCESTER,MA

A/C Reg. No. N67TR

Time (Lcl) - 1245 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	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - FULLER/FINDLAY VARIEZE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1050
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 280/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WORCSTER MUNICIPAL
Runway Ident - 29
Runway Lth/Wid - 6999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 134 Last 24 Hrs - 0
Make/Model- 14 Last 30 Days- 20
Instrument- 3 Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED, AFTER WHAT APPEARED TO BE A LONGER THEN NORMAL TAKEOFF ROLL, ACFT ROTATED TO A VERY STEEP CLIMB ANGLE. ESTIMATES REGARDING CLIMB ANGLE VARY FROM "SLIGHTLY NOSE UP" TO VERTICAL. ACFT CLIMBED TO 100-150 FT AGL AND ROTATED TO AN EXTREMELY NOSE LOW ATTITUDE, AGAIN APPROACHING VERTICAL, ACCORDING TO WITNESSES. ACFT CONTACTED THE RWY IN AN APRX 20-30 DEG NOSE LOW, SLIGHT RIGHT WING LOW ATTITUDE. INSPECTION REVEALED NO EVIDENCE OF AN INFLIGHT SEPARATION OR CONTROL SYSTEM FAILURE.

Brief of Accident (Continued)

File No. - 2523

9/19/84

WORCESTER, MA

A/C Reg. No. N67TR

Time (Lcl) - 1245 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 3. AIRSPEED(VS) - EXCEEDED - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - RUNWAY
-

----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. - 2531 9/02/84 MITCHELLVILLE,MD A/C Reg. No. N757DZ Time (Lcl) - 1300 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	1	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-235-2LC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELMAR-FARMING.,NJ
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

FREEWAY
Runway Ident - 36
Runway Lth/Wid - 2150/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - NO
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 83	Last 24 Hrs	- 4
Make/Model-	83	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED RIGHT AND COLLIDED WITH THE TERRAIN DURING THE LANDING FLARE. A LEFT X-WIND GUSTING TO 25 KTS WAS PRESENT AT THE TIME.

Brief of Accident (Continued)

File No. - 2531

9/02/84

MITCHELLVILLE,MD

A/C Reg. No. N757DZ

Time (Lcl) - 1300 EDT

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. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 2533 9/11/84 GAITHERSBURG, MD A/C Reg. No. N5258E Time (Lc1) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
DESTROYED
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 - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - TURBOJET
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- 190/008 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MONTGOMERY
Runway Ident - 32
Runway Lth/Wid - 4235/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 28
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 22
Last 24 Hrs - 1
Make/Model- 22
Instrument- 0
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO A LEFT DRIFTING TENDENCY THE SOLO STUDENT PLT ABORTED THE FIRST LANDING. ON TOUCHDOWN FOR THE SECOND APCH, THE ACFT AGAIN VEERED LEFT AND CONTINUED OFF OF THE RWY COLLIDING WITH A DITCH. THERE WERE NO MECHANICAL MALFUNCTIONS REPORTED OR DISCOVERED.

Brief of Accident (Continued)

File No. - 2533

9/11/84

GAITHERSBURG, MD

A/C Reg. No. N5258E

Time (Lc1) - 1500 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

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 - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2539 9/15/84 LAUREL, MD A/C Reg. No. N759RP Time (Lcl) - 1645 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	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FREDERICK, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SURBUBAN
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2165/ 30
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 193
SE LAND	Months Since - 0	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 53
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 81

Instrument Rating(s) - NONE

-----Narrative-----

WITH THE NORTHERLY WIND GUSTING TO 22 KTS THE ACFT LANDED APRX 4/10 THE WAY DOWN THE RWY AND BOUNCED 3 TIMES. AN ABORT WAS INITIATED WITH POWER BUT THE ACFT ROLLED OFF THE END OF THE STRIP ACROSS A GRASS FIELD AND INTO A GROWTH OF SMALL TREES, NOSING OVER INVERTED.

Brief of Accident (Continued)

File No. - 2539

9/15/84

LAUREL,MD

A/C Reg. No. N759RP

Time (Lc1) - 1645 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. ABORTED LANDING - DELAYED - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2418 6/24/84 MEARS,MI A/C Reg. No. N8003H Time (Lcl) - 1737 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 -TAKEOFF			0	0	1	1

-----Aircraft Information-----

Make/Model - LAKE AIRCRAFT CORP. LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	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 - COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MEARS,MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 240/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 258
SE LAND,SE SEA	Months Since - 12	Make/Model- 171
	Aircraft Type - UNK/NR	Instrument- 20
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 118

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN THE AMPHIBIOUS AIRCRAFT REACHED 8 TO 10 FEET AGL DURING TAKEOFF, A X-WIND GUST CAUSED THE LEFT SPONSON TO CONTACT THE WATER SURFACE. THIS CAUSED LOSS OF CONTROL AND RESULTED IN THE PLANE CRASHING INVERTED IN THE LAKE.

Brief of Accident (Continued)

File No. - 2418

6/24/84

MEARS,MI

A/C Reg. No. N8003H

Time (Lc1) - 1737 EDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
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
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

4. TERRAIN CONDITION - WATER,ROUGH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2405 8/29/84 HOWELL, MI A/C Reg. No. N732RJ Time (Lcl) - 0145 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-PDQ AIR CHARTER	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 210M	Eng Make/Model	- CONTINENTAL IO-520L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LANSING, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DETROIT, MI	
Wind Dir/Speed - 180/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WATER-CALM
Obstructions to Vision - NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 4160	Last 24 Hrs - 7
SE LAND, ME LAND	Months Since - 2	Make/Model - 339	Last 30 Days - UNK/NR
	Aircraft Type - C-210	Instrument - 223	Last 90 Days - 369
		Multi-Eng - 430	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ABOUT 10 MIN AFTER TAKEOFF, THE FUEL FLOW FLUCTUATED & SLOWLY WENT TO ZERO. HE TURNED THE AUX FUEL PUMP ON, INCREASED THE MIXTURE TO RICH & REPOSITIONED THE FUEL SELECTOR TO ANOTHER TANK, BUT TO NO AVAIL. THE PLT MADE A FORCED LANDING IN A LAKE, EXITED THE ACFT & SWAM TO SHORE. AN EXAM OF THE ENG & FUEL SYS DID NOT REVEAL ANY EVIDENCE OF A MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 2405

8/29/84

HOWELL, MI

A/C Reg. No. N732RJ

Time (Lc1) - 0145 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. 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. - 2406 9/02/84 PONTIAC,MI A/C Reg. No. N499LG Time (Lcl) - 1040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-D4A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PONTIAC,MI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

OAKLAND-PONTIAC
Runway Ident - 27L
Runway Lth/Wid - 6200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 71
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 757	Last 24 Hrs	- 2
Make/Model-	526	Last 30 Days-	UNK/NR
Instrument-	276	Last 90 Days-	3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TAKEOFF CLIMB AT 400 FT AGL THE ENG LOST PWR. THE PLT STATED THAT HE FAILED TO SWITCH FUEL TANKS. THE RIGHT FUEL TANK WAS FOUND EMPTY.

Brief of Accident (Continued)

File No. - 2406

9/02/84

PONTIAC, MI

A/C Reg. No. N499LG

Time (Lcl) - 1040 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, TANK - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FUEL SYSTEM, SELECTOR VALVE - NOT SWITCHED
 4. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
-

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2487 10/04/84 WEST BRANCH, MI A/C Reg. No. N8108F Time (Lcl) - 2135 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	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/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- 240/003 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
STANDISH, MI
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

WEST BRANCH
Runway Ident - 27
Runway Lth/Wid - 3700/ 70
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 - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	- 86	Last 24 Hrs - UNK/NR
Make/Model-	9	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE ARRIVED AT NIGHT, HE WAS UNABLE TO ACTIVATE THE RWY LIGHTS, BUT DECIDED TO LAND ANYWAY. HE TOUCHED DOWN LONG ON THE 3700 FT RWY & WAS UNABLE TO STOP ON THE REMAINING AREA. THE ACFT CONTINUED OFF THE END & HIT A DITCH WHERE THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2487

10/04/84

WEST BRANCH, MI

A/C Reg. No. N8108F

Time (Lc1) - 2135 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE
3. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

9. 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) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2414 5/19/84 WHITE BEAR LAKE, MN A/C Reg. No. N12G Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - MEYERS LIL TOOT	Eng Make/Model - VOLKS WAGON 65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BENSON, MN	NORTH PORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 31
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2507/ 102
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9800
SE LAND, ME LAND, SE SEA	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 600
		Last 90 Days- UNK/NR
		Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED POWER LOSS WHILE ON INITIAL CLIMB. THE LEFT WING CONTACTED THE GROUND AND THE ACFT CARTWHEELED. EXAMINATION OF AIRCRAFT BY FAA DISCLOSED NO MALFUNCTION OF AIRCRAFT OR OF POWERPLANT.

Brief of Accident (Continued)

File No. - 2414

5/19/84

WHITE BEAR LAKE, MN

A/C Reg. No. N12G

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2408 8/27/84 DELAVAN,MN A/C Reg. No. N4797Q Time (Lcl) - 1330 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	-TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4000	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	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 225/005 KTS	Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Status	- N/A
Lowest Ceiling	- 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)	
COMMERCIAL	Current - YES	Total - 4000	Last 24 Hrs - 0
SE LAND	Months Since - 1	Make/Model - 3000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 140
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT WOULD NOT CLIMB RAPIDLY ENOUGH ON TAKEOFF TO CLEAR POWERLINES. PLT ELECTED TO FLY UNDER THE WIRES INSTEAD OF CLIMBING OVER THEM AND RISKING STALLING THE ACFT. THE PROP, WINDSHIELD, AND VERT STABILIZER CONTACTED THE LOWEST WIRE. PLT CONTINUED TO FLY THE ACFT AND LANDED IN A FIELD.

Brief of Accident (Continued)

File No. - 2408

8/27/84

DELAVAN,MN

A/C Reg. No. N4797Q

Time (Lcl) - 1330 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

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. - 2554 11/25/84 BLAINE, MN A/C Reg. No. N8336V Time (Lcl) - 2215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0	3
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360-C1C6	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 - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ST.CLOUD, MN	ANOKA COUNTY
Wind Dir/Speed- 130/014 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4900/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5500 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 146
SE LAND	Months Since - 3	Make/Model- 7
	Aircraft Type - UNK/NR	Instrument- 13
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

INVESTIGATION REVEALED THAT THE PLT LANDED THE ACFT ON RWY 35 WITH WINDS FROM 130 DEGREES AT 15 KTS GUSTING TO 23 KTS. THE ACFT DEPARTED THE END OF THE 4900 FT RWY WHERE THE LEFT FUEL TANK WAS RUPTURED AND A FIRE ERUPTED.

Brief of Accident (Continued)

File No. - 2554

11/25/84

BLAINE, MN

A/C Reg. No. N8336V

Time (Lcl) - 2215 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 FIRE
Phase of Operation STANDING

-----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. - 2463 11/30/84 EDEN PRAIRIE, MN A/C Reg. No. N98995 Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-M
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed - 350/006 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 800 FT
Lowest Ceiling - 800 FT OVERCAST
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LA CROSSE, WI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR
STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FLYING CLOUD
Runway Ident - 36
Runway Lth/Wid - 2700/ 75
Runway Surface - CONCRETE
Runway Status - DRY
ICE COVERED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND, SE SEA

Age - 62
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 17230 Last 24 Hrs - 2
Make/Model - 202 Last 30 Days - UNK/NR
Instrument - 245 Last 90 Days - 108
Multi-Eng - 2490

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT THE ACFT HAD PICKED UP ICE DURING THE DESCENT. HE CONTINUED TO STATE THAT HE BROKE OUT OF THE CLOUDS AT 1600 FT AND THE WINDSHIELD WAS COVERED WITH ICE. HE WAS ABLE TO CLEAR A SMALL AREA AT THE BOTTOM OF THE WINDSHIELD WITH THE ALCOHOL DEICE. HE STATED HE COULD SEE THE RUNWAY AND CONTINUED THE APPROACH. THE PLT REDUCED THE PWR AND STARTED THE FLARE BUT WAS STILL 5 TO 8 FT ABOVE THE RUNWAY.

Brief of Accident (Continued)

File No. - 2463

11/30/84

EDEN PRAIRIE, MN

A/C Reg. No. N98995

Time (Lcl) - 1230 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. ANTI-ICE/DE-ICE SYSTEM - DELAYED - PILOT IN COMMAND
 3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - BLOCKED(PARTIAL)
 4. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 6. FLARE - PREMATURE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

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. - 2407 7/08/84 PLATTSBURG,MO A/C Reg. No. N41638 Time (Lcl) - 1145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CULVER LFA	Eng Make/Model	- CONTINENTAL A-75-8	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 864	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 75 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/018 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 BLAKESBURG,IA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data PLATTSBURG AIRPARK</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2094/ 24</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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FULL STOP

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,FLT ENG</p> <p>SE LAND,ME LAND</p> <p>GLIDER</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9100</p> <p>Make/Model- 49</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- 126</p> <p>Rotorcraft - UNK/NR</p>
--	--	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES VIEWED THE ACFT IN A NOSE HIGH ATTITUDE AT A LOW ALT NEAR THE SOUTH END OF RWY 18. THE ACFT CLIMBED A SHORT DISTANCE, ROLLED TO THE LEFT AND DESCENDED NEARLY VERTICALLY TO THE GROUND.

Brief of Accident (Continued)

File No. - 2407

7/08/84

PLATTSBURG,MO

A/C Reg. No. N41638

Time (Lc1) - 1145 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2598 8/29/84 BLOOMFIELD, MO A/C Reg. No. N30755 Time (Lcl) - 0755 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-260-A1F-6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed - 005 KTS
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OSCEOLA, AR
Destination
BLOOMFIELD, MO

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

FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-177B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1730
Make/Model - 1200
Instrument - 298
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N30755, COLLIDED WITH A RADIO TOWER GUY WIRE AND CRASHED THREE MILES EAST OF BLOOMFIELD, MO, WHILE ON A BUSINESS FLIGHT. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. WITNESS STATED THAT THE LOW CLOUDS OBSCURED THE TOP OF THE 80 FT TALL GRAIN ELEVATOR ON HIS FARM. EXAMINATION OF THE GUY WIRE INDICATED DAMAGE TO ONE WIRE AT 260 FT AGL.

Brief of Accident (Continued)

File No. - 2598

8/29/84

BLOOMFIELD,MO

A/C Reg. No. N30755

Time (Lc1) - 0755 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - LOW CEILING
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - GUY WIRE
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2596 9/21/84 BRECKENRIDGE,MO A/C Reg. No. N761YR Time (Lcl) - 2010 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	1	0
Pass	0	0	2	0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE
Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
KIRKSVILLE,MO
Destination
KANSAS CITY,MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND

Age - 55

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - C-T210M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3065	Last 24 Hrs	- UNK/NR
Make/Model-	222	Last 30 Days-	UNK/NR
Instrument-	212	Last 90 Days-	68
Multi-Eng	- 675		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON A VFR X-COUNTRY FLT THE ACFT EXPERIENCED AN ENG FAILURE AND THE PLT EXECUTED A NIGHT EMERGENCY LANDING INTO A SOY BEAN FIELD. INVESTIGATION REVEALED THAT A COUNTERWEIGHT PIN CAME OUT OF THE CRANKSHAFT COUNTERWEIGHT DUE TO A FAILURE OF A LOCK RING RESULTING IN AN OVERLOAD SHEAR OF A LOOSE COUNTERWEIGHT INSIDE THE ENG.

Brief of Accident (Continued)

File No. - 2596

9/21/84

BRECKENRIDGE,MO

A/C Reg. No. N761YR

Time (Lc1) - 2010 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,OTHER - FAILURE,TOTAL
 2. MAINTENANCE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2436 11/20/84 JOPLIN, MO A/C Reg. No. N6584G Time (Lcl) - 1610 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - 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- 070/008 KTS
Visibility - 15.0 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

JOPLIN MUNI
Runway Ident - 04
Runway Lth/Wid - 3604/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	-	69	Last 24 Hrs -	3
Make/Model-	51		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT DEPARTED WITH ESTIMATED 16 GALS OF FUEL ON BOARD FOR BRIEF FLIGHT. APPROACHING ARPT FOR LANDING, ENGINE LOST POWER. PLT SET UP FOR FORCED LNDG IN OPEN FIELD. ACFT OVERRAN AVAILABLE OPEN SPACE AND COLLIDED WITH BRUSH. PLT STATED ACFT HAD BEEN MODIFIED FOR USE OF AUTOMOTIVE FUEL BUT IN RECENT MONTHS HAD BEEN USING AVIATION GRADE EXCLUSIVELY. INVESTIGATION REVEALED 5 GALS AUTOMOTIVE FUEL REMAINING IN TANKS.

Brief of Accident (Continued)

File No. - 2436

11/20/84

JOPLIN, MO

A/C Reg. No. N6584G

Time (Lc1) - 1610 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL GRADE - INCORRECT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2426 11/24/84 VAN BUREN,MO A/C Reg. No. N4561U Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries				
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation - PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	VAN BUREN,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLYING "J" RANCH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 26
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 47
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT WHILE ON APPROACH INTO SETTING SUN, HE FAILED TO SEE A TREE AND THE WINDSOCK TOWER DUE TO SUNGLARE, COLLIDING WITH BOTH BEFORE IMPACT WITH THE GROUND. THE WINDSOCK WAS LOCATED 200 FT NORTH OF THE RWY. WINDS WERE CALM AND RECIPROCAL RWY WAS AVAILABLE.

Brief of Accident (Continued)

File No. - 2426

11/24/84

VAN BUREN, MO

A/C Reg. No. N4561U

Time (Lcl) - 1630 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. LIGHT CONDITION - SUNGLARE
 4. OBJECT - TREE(S)
 5. OBJECT - APPROACH LIGHT/NAVAID
 6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2576 9/21/84 HIGHWOOD,MT A/C Reg. No. N8435Z Time (Lcl) - 0115 MDT

-----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 -CRUISE

Crew
Pass
NONE

-----Aircraft Information-----

Make/Model - CESSNA 205
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
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 - FSS
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 320/002 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GREAT FALLS,MT
Destination
GERALDINE,MT

Airport Proximity
UNK/NR

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - SPECIAL VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE 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	- 2500	Last 24 Hrs	- UNK/NR
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 0053 MDT, THE PLT RADIOED GREAT FALLS FSS & REQUESTED WX INFO. HE WAS ADVISED OF IFR CONDITIONS & WAS PROVIDED THE LATEST OBSERVATION. THE PLT REQUESTED & WAS PROVIDED A SPECIAL VFR CLEARANCE TO DEPART TO THE EAST. HE TOOK OFF AT 0100 MDT & REPORTED OVER MALMSTROM AFB (OUTSIDE THE CONTROLLED AIRSPACE) AT 0106. NO FURTHER RADIO TRANSMISSIONS WERE RECEIVED FROM THE ACFT. SUBSEQUENTLY, THE ACFT IMPACTED RISING TERRAIN AT AN ELEVATION OF ABOUT 3500 FT & APRX 8 FT BELOW THE EDGE OF A PLATEAU. THE CRASH SITE WAS LOCATED ABOUT 400 FT ABOVE THE VALLEY FLOOR. AN EXAM REVEALED EVIDENCE THAT THE ACFT WAS IN A SLIGHT LEFT WING LOW, NOSE LEVEL ATTITUDE & WAS TRAVELING AT HIGH SPEED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. A TOXICOLOGICAL TEST OF THE PLT'S BLOOD SHOWED AN ALCOHOL LEVEL OF 0.083%. ABOUT 15 MI WEST AT MALMSTROM AFB, THE 0125 MDT WX WAS IN PART: 900 FT BROKEN, 2000 FT OVERCAST, 7 MI VISIBILITY WITH FOG & LIGHT RAIN. THE ELEVATION AT MALMSTROM WAS 3000 FT MSL.

Brief of Accident (Continued)

File No. - 2576

9/21/84

HIGHWOOD,MT

A/C Reg. No. N8435Z

Time (Lcl) - 0115 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7. WEATHER CONDITION - CLOUDS
8. WEATHER CONDITION - LOW CEILING
9. WEATHER CONDITION - RAIN
10. WEATHER CONDITION - FOG

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

11. TERRAIN CONDITION - HIGH TERRAIN
12. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
13. TERRAIN CONDITION - MOUNTAINOUS/HILLY
14. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 12

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7,8,9,10,11,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2574

12/25/84

POPLAR, MT

A/C Reg. No. N3180Z

Time (Lcl) - 1330 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/018 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT OVERCAST
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 - 30
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours) 0
Total - 1300
Make/Model- 1000
Instrument- 0
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT HE WAS FLYING THE ACFT "LOW AND SLOW" TO LOOK FOR DEER WHEN THE ACCIDENT OCCURRED. HE STATED THAT HE PULLED THE POWER BACK TO GLIDE DOWN AND OBSERVE WILDLIFE AND WHEN HE REAPPLIED POWER THERE WAS SEVERE HESITATION AND THE ENG DID NOT PICK UP RPM. HE PUSHED THE NOSE DOWN TO GAIN AIRSPEED AND HIT A HILLTOP WITH THE LANDING GEAR. THE PLT DESCRIBED THE TERRAIN AS HILLY AND REPORTED THE WINDS TO BE AT 18 KTS GUSTING TO 26 KTS. THE TEMP WAS REPORTED AS -10 DEG F. CARBURETOR HEAT WAS NOT USED DURING THE GLIDE.

Brief of Accident (Continued)

File No. - 2574

12/25/84

POPLAR, MT

A/C Reg. No. N3180Z

Time (Lc1) - 1330 MST

Occurrence #1 LOSS OF POWER

Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2582 12/31/84 MARION,MT A/C Reg. No. N966K Time (Lcl) - 1700 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	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-J	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 265 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point KALISPELL,MT	
Method - N/A	Destination MARION,MT	Airport Data LOST PRAIRIE
Completeness - N/A	ATC/Airspace	Runway Ident - 34
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 50
Wind Dir/Speed- 360/005 KTS	Type of Clearance - NONE	Runway Surface - GRAVEL
Visibility - 50.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Lowest Sky/Clouds - CLEAR	FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4575
SE LAND,ME LAND	Months Since - 21	Make/Model- 300
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 80
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER ONTO ITS BACK AFTER THE PLT LANDED IN SNOW 6 TO 8 INCHES IN DEPTH.

Brief of Accident (Continued)

File No. - 2582

12/31/84

MARION, MT

A/C Reg. No. N966K

Time (Lc1) - 1700 MST

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2472 5/29/84 CHARLOTTE,NC A/C Reg. No. N7217Y Time (Lcl) - 1742 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -POSITIONING	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 160 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 - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GREENVILLE,TN	DOUGLAS INT'L
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 18R
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - VFR	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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 4550
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - PA-28R	Make/Model- 1010
		Instrument- 570
		Multi-Eng - 2645
		Last 30 Days- 97
		Last 90 Days- 253

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DEPARTED RWY 18L AND SHORTLY THEREAFTER REPORTED TO THE TOWER THAT HE HAD A STUCK TRIM. THE PLT WAS CLEARED TO LAND ON RWY 18R. WITNESSES OBSERVED THE ACFT DESCEND RAPIDLY ON DOWNWIND TO APPROX 300 TO 500 FT AGL AND MAKE A STEEP (90 TO 120 DEGREE) RIGHT BANK TURN. THE NOSE OF THE ACFT CAME UP TO THE HORIZON AFTER THE TURN, JUST PRIOR TO GND IMPACT. THE PURPOSE OF THE FLT WAS TO REPOSITION THE ACFT FOR BANK COURIER FLIGHTS. EXAM OF THE TRIM SYSTEM REVEALED DISCONNECTED AND DETERIORATED WIRING AND OTHER ELECTRIC MECHANICAL PROBLEMS. THE MANUAL TRIM HANDLE WAS FOUND SEPARATED FROM ITS PROPER MOUNT POSITION.

Brief of Accident (Continued)

File No. - 2472

5/29/84

CHARLOTTE, NC

A/C Reg. No. N7217Y

Time (Lc1) - 1742 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

1. FLT CONTROL SYST, STABILATOR TRIM - DISCONNECTED
2. ELECTRICAL SYSTEM, ELECTRIC WIRING - DETERIORATED
3. ELECTRICAL SYSTEM, ELECTRIC RELAY - BINDING (MECHANICAL)
4. ELECTRICAL SYSTEM, ELECTRIC RELAY - DIRTY (FOGGY)
5. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL
6. STABILATOR TRIM - NOT CORRECTED - COMPANY MAINTENANCE PSNL
7. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
9. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
10. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. 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) 8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2516 12/13/84 ALBERMARLE, NC A/C Reg. No. N7401F Time (Lcl) - 1117 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION).	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROCKHILL, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TROY, NC	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1412
NONE	Months Since - UNK/NR	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1412
		Last 30 Days- UNK/NR
		Last 90 Days- 48
		Rotorcraft - 1412

Instrument Rating(s) - NONE

-----Narrative-----

PLT SAW UNFAMILIAR MOUNTAIN RANGE AND DECIDED TO LAND IN A RESIDENTIAL CONSTRUCTION SITE TO FIND OUT HIS EXACT LOCATION. PLT FAILED TO SEE ELECTRICAL WIRES DURING THE DESCENT UNTIL TOO LATE. PLT LOST CONTROL OF ACFT IN LAST MINUTE ATTEMPT TO AVOID WIRES. ACFT CONTACTED WIRES AND CRASHED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 2516

12/13/84

ALBERMARLE, NC

A/C Reg. No. N7401F

Time (Lcl) - 1117 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. OBJECT - WIRE, STATIC
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

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. - 2482 8/27/84 GRAND FORKS,ND A/C Reg. No. N1268W Time (Lcl) - 1320 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	Minor	0
Accident Occurred During	-LANDING						None
							1
							0

-----Aircraft Information-----

Make/Model	- WEATHERLY 201B	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3500	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 450 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	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	- 220/004 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 12.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 8000 FT OVERCAST	Type Apch/Lndg	- FORCED LANDING		
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,CFI	Current - YES	Total - 1349	Last 24 Hrs - 4
SE LAND	Months Since - 5	Make/Model- 248	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 47	Last 90 Days- 248

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL TAKEOFF CLIMB AT AN ALT OF APRX 100 FT AGL, ENGINE BEGAN MISSING. UNABLE TO MAINTAIN ALT, FORCED LANDING WAS MADE IN A PLOWED FIELD DURING WHICH LANDING GEAR WAS TORN FROM THE ACFT. INSPECTION REVEALED #5 CYLINDER HEAD SEPARATED FROM THE BARREL. AIRWORTHINESS DIRECTIVE (AD-78-08-07) WHICH INVOLVES ULTRASONIC INSPECTION OF THE CYLINDERS FOR CRACKS HAD NOT BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 2482

8/27/84

GRAND FORKS,ND

A/C Reg. No. N1268W

Time (Lcl) - 1320 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
 2. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - COMPANY/OPERATOR MGMT
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2536 10/24/84 BERTHOLD,ND A/C Reg. No. N23152 Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage						
	DESTROYED	Fatal	Injuries				
Type of Operation - INSTRUCTIONAL	Fire	1	Serious	Minor	None		
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0		
Accident Occurred During - DESCENT		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 - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	WILLISTON,ND	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MINOT,ND	
Wind Dir/Speed- 006/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - THIN OVC	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 33
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 4
		Instrument- 0
		Last 30 Days- 2
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT SOLO PLT WAS ON A CROSS-COUNTRY FLT AND WAS APPROPRIATELY ENDORSED. IMPACT OCCURRED AT APRX 80 DEGREES NOSE DOWN. WX IN THE VICINITY OF THE ACCIDENT WAS REPORTED TO BE 300 FT CEILINGS WITH VISIBILITY OF 1/4 MI IN FOG AND RAIN.

Brief of Accident (Continued)

File No. - 2536

10/24/84

BERTHOLD,ND

A/C Reg. No. N23152

Time (Lcl) - 1815 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - RAIN
3. LIGHT CONDITION - DUSK
4. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

6. DESCENT - UNCONTROLLED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2535 12/29/84 FARGO,ND A/C Reg. No. N48738 Time (Lcl) - 1620 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 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 - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FARGO,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WEST FARGO
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 27
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 21
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE SOLO STUDENT PLT, THE LANDING WAS MADE IN A SNOW FILLED DITCH APRX 5 FT RIGHT OF THE RWY. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. THE PLT AND HIS CFI STATED THAT RWY MARKINGS WERE INADEQUATE.

Brief of Accident (Continued)

File No. - 2535

12/29/84

FARGO,ND

A/C Reg. No. N48738

Time (Lc1) - 1620 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. AIRPORT FACILITIES,RUNWAY MARKING - INADEQUATE
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. TERRAIN CONDITION - DITCH

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2572 6/17/84 BROKEN BOW,NE A/C Reg. No. N335W Time (Lcl) - 1534 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - BEECH C35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 300/025 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DES MOINES,IA
Destination
ALLIANCE,NE

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 - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 4600
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN IFR FLT AT 6000 FT, THE PLT REQUESTED, AND WAS GRANTED A DEVIATION AROUND WX. LATER, N335W INFORMED DENVER ARTCC THAT THEY WERE GOING TO GET INTO SOME MODERATE TURBULENCE FOR A LITTLE BIT BUT THAT IT LOOKED LIKE THE LIGHT AT THE END OF THE TUNNEL. THE ACFT DISAPPEARED FROM THE DENVER ARTCC RADAR. THE WRECKAGE WAS LOCATED SPREAD OVER AN AREA APPROXIMATELY 1 MI BY 1/4 MI. THE INVESTIGATION DID NOT REVEAL ANY MALFUNCTION OF THE ENG OR ACFT COMPONENT AND THE PATHOLOGICAL/TOXICOLOGICAL EXAMINATION OF THE PLT ALSO WERE NEGATIVE.

Brief of Accident (Continued)

File No. - 2572

6/17/84

BROKEN BOW,NE

A/C Reg. No. N335W

Time (Lc1) - 1534 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - TURBULENCE
 3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

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) 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. - 2425 7/16/84 CHADRON, NE A/C Reg. No. N6765Z Time (Lcl) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2B5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/010 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">RUSHVILLE, NE</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - PA28151</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 2500</td> <td>Last 24 Hrs - 6</td> </tr> <tr> <td>Make/Model- 700</td> <td>Last 30 Days- 70</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 95</td> </tr> <tr> <td>Multi-Eng - 10</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 2500	Last 24 Hrs - 6	Make/Model- 700	Last 30 Days- 70	Instrument- UNK/NR	Last 90 Days- 95	Multi-Eng - 10	Rotorcraft - UNK/NR
Total - 2500	Last 24 Hrs - 6									
Make/Model- 700	Last 30 Days- 70									
Instrument- UNK/NR	Last 90 Days- 95									
Multi-Eng - 10	Rotorcraft - UNK/NR									

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT WHILE MANEUVERING TO AVOID TRANSMISSION WIRES ON A SMALL INCLINE, HIS ROLLING PULL-UP WAS EXCESSIVE, CAUSING AIRSPEED DECAY AND A STALL/MUSH. THE EMPENNAGE FAILED TO CLEAR THE POWER LINES DURING THE MUSH. ACFT THEN COLLIDED WITH TERRAIN.

Brief of Accident (Continued)

File No. - 2425

7/16/84

CHADRON,NE

A/C Reg. No. N6765Z

Time (Lc1) - 0800 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
2. OBJECT - WIRE,TRANSMISSION
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT -

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2460

7/28/84

ARAPAHOE, NE

A/C Reg. No. N8640L

Time (Lc1) - 0825 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-25-235

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/012 KTS

Visibility - 15.0 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

ARAPAHOE, NE

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

GLIDER

Age - 36

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - PA 22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4969

Make/Model- 1800

Instrument- 60

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A SWATH RUN TO APPLY INSECTICIDE, THE ACFT COLLIDED WITH ELECTRICAL TRANSMISSION LINES THAT WERE CROSSING THE FIELD. AFTER THE INITIAL IMPACT, THE ACFT ANGLED TO THE LEFT & HIT ANOTHER TRANSMISSION LINE, THEN IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2460

7/28/84

ARAPAHOE, NE

A/C Reg. No. N8640L

Time (Lcl) - 0825 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

- . 1. OBJECT - WIRE, TRANSMISSION
 - 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2471 10/24/84 NORTH PLATTE, NE A/C Reg. No. N1890L Time (Lcl) - 1959 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FT. WAYNE, IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LEE BIRD FIELD
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 30R
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - THIN BKN	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3460
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 8
GLIDER	Aircraft Type - V35B	Make/Model- 2380
		Last 30 Days- 24
		Instrument- 318
		Last 90 Days- 152
		Multi-Eng - 574

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD BEEN USING FUEL FROM THE RT WING FUEL TANK TO COMPENSATE FOR A LATERAL IMBALANCE DURING THE FLT. THE FUEL SELECTOR WAS ON THE RT TANK WHEN THE ENG FAILED. THE PLT SAID HE SWITCHED TANKS AFTER THE ENG FAILED BUT WAS UNABLE TO RESTART THE ENG BEFORE IMPACTING THE GND. EXAM OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THERE WAS APPROXIMATELY 10 GALLONS OF FUEL IN THE LEFT FUEL TANK, THE RT TANK WAS EMPTY.

Brief of Accident (Continued)

File No. - 2471

10/24/84

NORTH PLATTE, NE

A/C Reg. No. N1890L

Time (Lc1) - 1959 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - NOT FOLLOWED - PILOT IN COMMAND
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER - 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. LIGHT CONDITION - NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2558

11/19/84

COZAD,NE

A/C Reg. No. N2894S

Time (Lcl) - 2243 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

Injuries

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

DESTROYED
Fire
ON GROUND

Crew
Pass

Fatal
1
0

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-B1E
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 140/004 KTS
Visibility - .250 SM
Lowest Sky/Clouds - 100 FT
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LINCOLN,NE
Destination
NORTH PLATTE,NE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 200
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A ELECTRICAL TRANSMISSION LINE WHILE ON A BUSINESS FLT. INVESTIGATION REVALED IMC EXISTED AT THE TIME OF THE ACCIDENT, THE PLT DID NOT FILE A FLT PLAN, THERE WAS NO EVIDENCE OF A WX BRIEFING AND THERE WERE NO KNOWN COMMUNICATIONS WITH THE ACFT. THE CABLE WAS STRUCK AT APRX 106 FT ABOVE ROLLING TERRAIN. NO MALFUNCTIONS OF THE ACFT OR IMPAIRMENT OF THE PLT WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2558

11/19/84

COZAD,NE

A/C Reg. No. N2894S

Time (Lc1) - 2243 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - WIRE,STATIC
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - FOG
4. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
6. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2566 12/11/84 NORFOLK,NE A/C Reg. No. N3664M Time (Lcl) - 0055 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 - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO-360-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FAIRMONT,MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NORFOLK,NE	NORFOLK
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5800/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1719
SE LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - PA-28R	Make/Model- 689
		Last 30 Days- 14
		Instrument- 130
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CONFIRMED AN ALTERNATOR FAILURE A SHORT TIME AFTER DEPARTING FAIRMONT, CANCELLED HIS IFR CLEARANCE AND CONTINUED TO NORFOLK FOR LANDING. UPON REACHING HIS DESTINATION THE PLT WAS UNABLE TO EXTEND THE LANDING GEAR DUE TO THE ELECTRICAL FAILURE AND NO BATTERY POWER. THE PLT STATED HE USED INCORRECT PROCEDURES FOR GEAR EXTENSION.

Brief of Accident (Continued)

File No. - 2566

12/11/84

NORFOLK,NE

A/C Reg. No. N3664M

Time (Lc1) - 0055 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
 2. ELECTRICAL SYSTEM,BATTERY - FAILURE,TOTAL
 3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - RUNWAY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 2430

8/04/84

OCEANPORT,NJ

A/C Reg. No. N73ED

Time (Lc1) - 1020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious Minor

None

Type of Operation -OTHER WORK USE

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA C305A

Eng Make/Model - CONTINENTAL O-470-11

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 220 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLTS NECK,NJ

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3042

Make/Model- 15

Instrument- 802

Multi-Eng - 2649

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS INVOLVED IN BANNER TOW PICK-UP. ON ENGAGING TOW, PLT HAD EXECUTED FULL POWER PULL-UP TO ABOUT 150 FT AGL WHEN POWER LOSS OCCURRED. PLT PERFORMED A FORCED LANDING ON SANDY TERRAIN. FIRE BROKE OUT ON LNDG ROLL. PLT EVACUATED ACFT SUCCESSFULLY BUT ACFT WAS DESTROYED BY GROUND FIRE. INVESTIGATION REVEALED A BROKEN FITTING AT THE FUEL PUMP DISCHARGE PORT CAUSED FUEL STARVATION. FIRE IGNITION OCCURRED FROM FUEL SPILLAGE ONTO HOT MANIFOLD ON LANDING TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2430

8/04/84

OCEANPORT,NJ

A/C Reg. No. N73ED

Time (Lc1) - 1020 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. COMPRESSOR ASSEMBLY, ROTOR DISC - SEPARATION
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 FIRE
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. - 2427 8/06/84 TRENTON,NJ A/C Reg. No. N14AT Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECHCRAFT B55	Eng Make/Model - CONTINENTAL IO-470-6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point OCEAN CITY,NJ	Airport Data
Method - N/A	Destination TRENTON,NJ	MERCER CO.
Completeness - N/A	ATC/Airspace	Runway Ident - 24
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 6006/ 150
Wind Dir/Speed- 070/005 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 4.000 SM	Type Apch/Lndg - TRAFFIC PATTERN STOP AND GO	Runway Status - DRY
Lowest Sky/Clouds - SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2800
SE LAND,ME LAND	Months Since - 21	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 800
		Instrument- 375
		Multi-Eng - 800
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL, AS THE ACFT SLOWED TO ABOUT 40 MPH AND THE PLT WAS TRANSITIONING TO TAXI MODE, THE LANDING GEAR COLLAPSED. NO MECHANICAL FAULT OR FAILURE WAS REPORTED. WITNESSES OBSERVED THE GEAR TO BE DOWN DURING THE APPROACH.

Brief of Accident (Continued)

File No. - 2427

8/06/84

TRENTON,NJ

A/C Reg. No. N14AT

Time (Lc1) - 1830 EDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2520 8/06/84 HANOVER,NJ A/C Reg. No. N6031K Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - 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- CALM
Visibility - 4.000 SM
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HANOVER,NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HANOVER
Runway Ident - 27
Runway Lth/Wid - 2000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 119 Last 24 Hrs - 1
Make/Model- 72 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

APCH WAS HIGH BUT PLT CONTINUED APCH WITH POWER AT IDLE AND FULL FLAPS. PLT MISJUDGED RWY LENGTH AND TOUCHED DOWN 1/2 WAY DOWN THE RWY. TO AVOID HITTING TREES AT END OF RWY, PLT ABORTED THE LANDING. PLT STATED THAT WITH THE SLOW AIRSPEED AND FULL FLAPS THE ACFT COULD NOT GAIN SUFFICIENT ALT TO CLEAR TREES. PLT RETRACTED FLAPS TO 5 DEGREES AND ACFT SANK INTO TREES AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2520

8/06/84

HANOVER,NJ

A/C Reg. No. N6031K

Time (Lc1) - 1145 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
4. ABORTED LANDING - DELAYED - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
6. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8

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. - 2508 8/16/84 MARLBORO, NJ A/C Reg. No. N6267A Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation -PERSONAL	Fire	Crew	0	0	Minor	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-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MANVILLE, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MANVILLE, NJ	MARLBORO
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2170/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - 138
SE LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 138
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DIVERTED TO THE MARLBORO ARPT DUE TO THUNDERSTORM ACTIVITY IN THE VICINITY OF HIS DESTINATION. DURING AN APPROACH TO LAND, THE ACFT ENCOUNTERED TURBULENCE & THE PLT WAS INJURED BY A LOOSE OBJECT IN THE COCKPIT. AT ABOUT THE SAME TIME, THERE WAS A LIGHTNING FLASH WHICH MOMENTARILY AFFECTED HIS VISION. THE PLT ELECTED TO LAND ON RWY 27 WITH A 7 KNOT TAIL WIND. SUBSEQUENTLY, THE ACFT WENT OFF THE END OF THE RWY, THROUGH BUSHES AND HIT A DITCH.

Brief of Accident (Continued)

File No. - 2508

8/16/84

MARLBORO,NJ

A/C Reg. No. N6267A

Time (Lc1) - 1830 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. TIE DOWN/SECURITY OF CARGO - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - LIGHTNING
6. WEATHER CONDITION - TAILWIND
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - HIGH VEGETATION
10. TERRAIN CONDITION - DITCH

-----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) 1,3,4,5,6,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2514

8/20/84

CALDWELL,NJ

A/C Reg. No. N24397

Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

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 - 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

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

ESSEX COL

Runway Ident - 22

Runway Lth/Wid - 4553/ 80

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 793

Make/Model- 245

Instrument- 99

Multi-Eng - 150

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 196

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PLT STATED THAT WHILE HE WAS GIVING INSTRUCTION, HE MADE A NORMAL LANDING. WHEN THE WHEELS TOUCHED DOWN, THE RIGHT MAIN GEAR SNAPPED OFF & HIT THE SIDE OF THE FUSELAGE. THE ACFT THEN SKIDDED ALONG THE RWY UNTIL IT CAME TO REST.

Brief of Accident (Continued)

File No. - 2514

8/20/84

CALDWELL,NJ

A/C Reg. No. N24397

Time (Lcl) - 2000 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2517

8/21/84

MANVILLE, NJ

A/C Reg. No. N65665

Time (Lcl) - 1745 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 - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

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

KUPPER
Runway Ident - 25
Runway Lth/Wid - 3425/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 80	Last 24 Hrs - UNK/NR
Make/Model- 2	Last 30 Days- UNK/NR
Instrument- 3	Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

ACFT SWERVED ON RWY BEFORE ROTATION AND CLIMBED APRX 10 FEET BEFORE SETTLING BACK ON THE RWY. PLT ABORTED THE TAKEOFF BUT WAS UNABLE TO STOP BEFORE END OF RWY.

Brief of Accident (Continued)

File No. - 2517

8/21/84

MANVILLE,NJ

A/C Reg. No. N65665

Time (Lc1) - 1745 EDT

Occurrence OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 2518 8/23/84 TETERBORO,NJ A/C Reg. No. N18ZZ Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
0	0	0	1	
0	0	0	1	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-450-S1A5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 290 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
EAST HAMPTON,NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

TETERBORO
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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 700	Last 24 Hrs	- UNK/NR
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	200	Last 90 Days-	UNK/NR
Multi-Eng -	600		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS CLEARED TO TAXI TO THE RWY. TAXIWAY WAS BLOCKED BY CONSTRUCTION. PLT ELECTED TO TAXI TO RUNUP AREA TO MAKE A 180 DEG TURN. PLT TURNED RIGHT AND RIGHT MAIN GEAR WENT OFF PAVEMENT ONTO THE SOFT SHOULDER AND COLLAPSED.

Brief of Accident (Continued)

File No. - 2518

8/23/84

TETERBORO,NJ

A/C Reg. No. N18ZZ

Time (Lcl) - 1730 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. TERRAIN CONDITION - SOFT
 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2478 6/30/84 ALBUQUERQUE, NM A/C Reg. No. N3267V Time (Lcl) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 2	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH 35	Eng Make/Model	- CONTINENTAL E-185-8	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 165 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/004 KTS</p> <p>Visibility - 60.0 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;">ALBUQUERQUE, NM</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ALAMEDA</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 6080/ 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 - 54</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - 24</p> <p style="padding-left: 20px;">Aircraft Type - BE-35</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 2671</td> <td>Last 24 Hrs</td> <td>- UNK/NR</td> </tr> <tr> <td>Make/Model-</td> <td>2419</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>151</td> <td>Last 90 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Multi-Eng</td> <td>- UNK/NR</td> <td>Rotorcraft</td> <td>- UNK/NR</td> </tr> </table>	Total	- 2671	Last 24 Hrs	- UNK/NR	Make/Model-	2419	Last 30 Days-	UNK/NR	Instrument-	151	Last 90 Days-	UNK/NR	Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR
Total	- 2671	Last 24 Hrs	- UNK/NR															
Make/Model-	2419	Last 30 Days-	UNK/NR															
Instrument-	151	Last 90 Days-	UNK/NR															
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO ARPT PERSONNEL THE PLT WAS KNOWN TO PERFORM MAINTENANCE ON HIS ACFT. THE PLT WAS NOT A LICENSED A&P. ACCORDING TO WITNESSES, THE ACFT TOOKOFF AND CLIMBED TO APRX 200 TO 250 FT AND THE ENG QUIT. THE ACFT CLIMBED "A LITTLE MORE", THEN MADE A LEFT BANK TURN OF APRX 60 TO 70 DEGREES. ONE WITNESS STATED, "I SAW THE AIRPLANE STALL AND DIVE NOSE DOWN. THE LEFT WING WAS LOW AND THE TRACK APPEARED LIKE A STEEP FORWARD SIDE SLIP." POST CRASH EXAM OF THE ENG REVEALED THAT THE DRIVE SHAFT PIN IN THE FUEL PUMP WAS WORN TO THE POINT THAT MARGINAL ENGAGEMENT COULD HAVE BEEN EXPECTED RESULTING IN A LOSS OF FUEL PUMP DRIVE.

Brief of Accident (Continued)

File No. - 2478

6/30/84

ALBUQUERQUE,NM

A/C Reg. No. N3267V

Time (Lcl) - 1200 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
 2. MAINTENANCE - PERFORMED - UNQUALIFIED PERSON
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
 7. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

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. - 2553 7/14/84 LAKEVILLE, NY A/C Reg. No. N40238 Time (Lcl) - 2040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - RAVEN S55A
Landing Gear - N/A
Max Gross Wt - UNK/NR
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT
Obstructions to Vision- DUST
Precipitation - NONE
Condition of Light - DUSK

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

OFF AIRPORT/STRIP

Airport Data

OPEN FIELD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT, COMMERCIAL

FREE BALLOON

Age - 65
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	30
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT AS THE BALLOON APPROACHED A FIELD FOR LANDING, IN DIM LIGHT, IT BECAME APPARENT THAT THE GONDOLA WAS GOING TO HIT POWER LINES. THE WOODEN GONDOLA HIT THE TOP WIRE AND THE PLT JUMPED APPROXIMATELY 33 FT TO THE GROUND SUSTAINING SERIOUS INJURIES. SPARKS IGNITED THE PROPANE TANKS IN THE GONDOLA AND THE BASKET WAS ENGULFED BY A FIREBALL.

Brief of Accident (Continued)

File No. - 2553

7/14/84

LAKEVILLE,NY

A/C Reg. No. N40238

Time (Lcl) - 2040 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DUSK
2. OBJECT - WIRE,TRANSMISSION
3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2513

8/19/84

ELLCOTTVILLE,NY

A/C Reg. No. N4905B

Time (Lcl) - 1915 EDT

-----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	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 40000 FT

Lowest Ceiling - 40000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

ELLCOTTVILLE,NY

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 27
Runway Lth/Wid - 3000/ 100
Runway Surface - SNOW
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 170

Make/Model- 170

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STARTED TAKING OFF FROM AN UNIMPROVED, GRASS COVERED FLD, BUT THE ACFT WOULD NOT ACCELERATE ABOVE 50 KTS. HE ABORTED THE TAKEOFF, BUT THE ACFT CONTINUED OFF THE END OF THE RWY WHERE THE NOSE GEAR WAS TORN OFF & THE LEFT MAIN GEAR & RIGHT WING TIP WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2513

8/19/84

ELLICOTTVILLE, NY

A/C Reg. No. N4905B

Time (Lcl) - 1915 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Occurrence #3 GEAR COLLAPSED
Phase of Operation TAKEOFF

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) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2538

9/01/84

MONTAUK, NY

A/C Reg. No. N9485P

Time (Lc1) - 1210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	2
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24-260C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-D4A5
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- 330/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OXFORD, CT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MONTAUK
Runway Ident - 24
Runway Lth/Wid - 3472/ 85
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 - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 390	Last 24 Hrs -	2
Make/Model-	304	Last 30 Days-	UNK/NR
Instrument-	136	Last 90 Days-	23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, AFTER CLEARING SAND DUNES SHORT OF THE RWY POWER WAS REDUCED FOR LANDING. THE ACFT DECELERATED AND DESCENDED, LANDING HARD ON THE RWY. AS THE CO-PLT INITIATED AN ABORT, THE ACFT VEERED OFF THE RWY TO THE RIGHT AND COLLIDED WITH A TREE. WIND WAS REPORTED BY THE PLT TO BE FROM NNW AT 10 KTS GUSTING TO 15. THE LEFT MAIN AND NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2538

9/01/84

MONTAUK, NY

A/C Reg. No. N9485P

Time (Lc1) - 1210 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. PROPER DESCENT RATE - IMPROPER - PILOT IN COMMAND
 3. ABORTED LANDING - INITIATED - COPILOT
 4. WEATHER CONDITION - CROSSWIND
 5. WEATHER CONDITION - GUSTS
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR, MAIN GEAR - OVERLOAD
 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) 1,2,6

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. - 2534

9/04/84

MONTICELLO, NY

A/C Reg. No. N4363T

Time (Lcl) - 2135 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	2
Pass 0	0	0	1

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2600

No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 200 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 25.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- HAZE

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 - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

SULLIVAN CO.

Runway Ident - 33

Runway Lth/Wid - 6300/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 443

Make/Model- 110

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 8

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS FLYING INSTRUMENT APPROACHES TO TOUCH AND GO LANDINGS AND NEGLECTED TO EXTEND THE LANDING GEAR. THE AUTOMATIC GEAR EXTENSION SYSTEM EXTENDED THE LEFT MAIN GEAR BEFORE THE ACFT LANDED.

Brief of Accident (Continued)

File No. - 2534

9/04/84

MONTICELLO,NY

A/C Reg. No. N4363T

Time (Lcl) - 2135 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2540 9/13/84 WHITE PLAINES, NY A/C Reg. No. N65719 Time (Lcl) - 1320 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	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 - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WESTCHESTER CO.
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6548/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 47
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 47
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT STATED THAT SHE WAS UP SET BY A REQUEST FROM THE TOWER TO DO A 360 DEG TURN ON DOWNWIND AND ANOTHER ACFT IN THE PATTERN TRANSMITTING THAT THE TURN WOULD PUT THE 2 ACFT ON A COLLISION COURSE. THE TURN WAS NOT COMPLETED AND THE PLT REQUESTED AND WAS CLEARED FOR AN EXTENDED DOWNWIND. ON LANDING THE ACFT BOUNCED 3 TIMES, TOUCHING DOWN HARD THE SECOND TIME.

Brief of Accident (Continued)

File No. - 2540

9/13/84

WHITE PLAINES, NY

A/C Reg. No. N65719

Time (Lc1) - 1320 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2522 10/06/84 ESSEX,NY

A/C Reg. No. N215NY

Time (Lcl) - 1245 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	3	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172I
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E20
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/005 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ESSEX,NY
Destination
ESSEX,NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RICHTER AERO
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 - 51

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - C-172I

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 952	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	22
Instrument-	231	Last 90 Days-	67
Multi-Eng -	15		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED ACFT BECAME AIRBORNE NEAR THE SLIGHT RISE IN THE RWY, APRX 1500 FT DOWN THE RWY, AND CLIMBED TO APRX 60 FT AGL. ACFT SHUTTERED AND NOSE OF ACFT PITCHED UP. LEFT WING AND NOSE THEN DROPPED. ACFT CONTINUED DESCENDING TO THE LEFT ACROSS A SMALL RAVINE WHICH PARALLELED THE RWY, CRASHING INTO THE EASTERLY SIDE OF A RAVINE. INVESTIGATION REVEALED SEAT STOPS WERE NOT FOUND IN PLTS SEAT RAIL. STOP SCREW WAS FOUND ON CABIN FLOOR NEAR LOCATION OF HOLE PROVIDED FOR SEAT STOP IN INBOARD TRACK OF SEAT. 1/2 OF THE BROKEN SEAT STOP WAS FOUND IN THE LEFT CHANNEL OF THE RIGHT PLTS SEAT TRACK APRX 1 INCH FORWARD OF THE INSTALLATION HOLE. THE SEAT TRACK SURFACE WAS SCORED AND ALL HOLES IN THE TRACK WERE ELONGATED. THE SEAT ROLLERS WERE REPLACED IN 1979 DUE TO SLIPPAGE. ACFT CONTAINED A SEAT SLIPPAGE WARNING PLACARD, "INSURE AIRCRAFT SEATS ARE POSITIVELY LOCKED BEFORE TAKEOFF AND LANDING."

Brief of Accident (Continued)

File No. - 2522

10/06/84

ESSEX,NY

A/C Reg. No. N215NY

Time (Lc1) - 1245 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MISC EQPT/FURNISHINGS - FAILURE,PARTIAL
 2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 3. AIRSPEED(VSO) - EXCEEDED - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
 5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2567 9/24/84 BIMINI, A/C Reg. No. N6770U Time (Lcl) - 1325 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 050/020 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEST PALM BEACH, FL
Destination
NASSAU, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

Age - 27
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1032
Last 24 Hrs - 1
Make/Model- 840
Last 30 Days- UNK/NR
Instrument- 122
Last 90 Days- 92
Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE HAD BEEN AIRBORNE FOR ABOUT 30 MIN WHEN ENG MISSED ONE TIME AND STOPPED RUNNING. HE ATTEMPTED TO SWITCH FUEL TANKS BUT THE SELECTOR ONLY WENT TO THE OFF POSITION AND STUCK. THE PLT DITCHED ABOUT 20 MI NW OF BIMINI ISLAND.

Brief of Accident (Continued)

File No. - 2567

9/24/84

BIMINI,

A/C Reg. No. N6770U

Time (Lc1) - 1325 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2413 5/27/84 MIDDLEFIELD, OH A/C Reg. No. N120R Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - ISTENES OLDFIELD BABY LAKES	Eng Make/Model - CONTINENTAL O-65	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 65 HP		

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 070/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

GEAUGA COUNTY
Runway Ident - 10
Runway Lth/Wid - 3509/ 65
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
NONE
GLIDER

Age - 41

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1034	Last 24 Hrs - UNK/NR
Make/Model- 200	Last 30 Days- UNK/NR
Instrument- 81	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

IT WAS REPORTED THAT THE ACFT HAD PERFORMED TWO TIGHT LEFT TRAFFIC PATTERN TURNS AFTER TAKEOFF. ON THE DOWNWIND TURN THE ACFT BANKED 60 DEGREES. THE PLT LOST CONTROL OF THE ACFT AND CRASHED IN A WOODED AREA. IT WAS REPORTED THAT THE PLT HAD NO PREVIOUS EXPERIENCE IN THE ACFT WITH THE 65 HP ENGINE INSTALLATION.

Brief of Accident (Continued)

File No. - 2413

5/27/84

MIDDLEFIELD, OH

A/C Reg. No. N120R

Time (Lcl) - 1200 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2412 6/08/84 MARYSVILLE, OH A/C Reg. No. N4187B Time (Lcl) - 0753 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-540-K1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FT. WAYNE, IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	COLUMBUS, OH	UNION CO.
Wind Dir/Speed- 270/040 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11000
SE LAND, ME LAND	Months Since - 1	Make/Model- 700
	Aircraft Type - UNK/NR	Instrument- 3000
		Multi-Eng - 6000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED A LOSS OF PWR OCCURRED EN ROUTE AT 7000 FT MSL AND DURING THE FORCED LANDING FLARE PWR WAS REGAINED. PLT ELECTED TO CLIMB BECAUSE THE FIELD BEING USED FOR THE LANDING WAS INSUFFICIENT. AT ALT OF 1500 MSL, LOSS OF PWR OCCURRED ONCE AGAIN. ACFT COLLIDED WITH TREES DURING FLARE OF SECOND FORCED LANDING. NO MECHANICAL FAILURE/MALFUCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2412

6/08/84

MARYSVILLE, OH

A/C Reg. No. N4187B

Time (Lc1) - 0753 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. UNSUITABLE TERRAIN - NOT SELECTED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2420 6/10/84 MIDDLETOWN, OH A/C Reg. No. N540JC Time (Lc1) - 1530 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	Crew	0	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- MAULE M-4	Eng Make/Model	- LYCOMING O-540-J1A50	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	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	ON AIRPORT
Method	- N/A	MIDDLETOWN, OH	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	HOOK MUNICIPAL
Wind Dir/Speed	- 230/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 23
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- 6100/ 100
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- 370	Last 24 Hrs - UNK/NR
SE LAND	Months Since	Make/Model-	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument-	Last 90 Days- 5
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ATTEMPTING TO MAKE A 3 POINT STALL LANDING WHEN A GUST OF WIND WAS ENCOUNTERED, RESULTING IN A HARD LANDING.
PLT REPORTED THE WIND WAS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 2420

6/10/84

MIDDLETOWN, OH

A/C Reg. No. N540JC

Time (Lcl) - 1530 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 MAIN 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) 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. - 2474 6/20/84 CINCINNATI, OH A/C Reg. No. N5345J Time (Lcl) - 1217 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 340A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5990
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-N
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 190/004 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

WILLIAMSBURG, VA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1900

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - 875

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REQUESTED FUEL FROM FBO BUT FAILED TO MAKE IT CLEAR WHAT TYPE HE WANTED. THE FBO PERSONNEL MISUNDERSTOOD THE PLT'S REQUEST AND REFUELED THE ACFT WITH "JET A" INSTEAD OF AVIATION GRADE GASOLINE. THE PLT DID NOT MONITOR THE REFUELING PROCESS AND FAILED TO RECOGNIZE THE WRONG FUEL AS STATED ON FUEL RECEIPT. THE PLT DID NOT REALIZE THE IMPROPER FUEL ON HIS PREFLIGHT OF THE ACFT. THE ACFT DEPARTED AND SHORTLY THERE AFTER THE PLT RADIOED THAT HE WAS RETURNING TO THE ARPT BECAUSE OF A SERIOUS PROBLEM. WITNESSES NEAR THE ACCIDENT SITE STATED THAT THE ACFT WAS IN A LEFT BANK (ABOUT 45 DEGREE BANK ANGLE) BEFORE IMPACT IN A DENSELY WOODED AREA.

Brief of Accident (Continued)

File No. - 2474

6/20/84

CINCINNATI, OH

A/C Reg. No. N5345J

Time (Lcl) - 1217 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - IMPROPER
2. REFUELING - IMPROPER - FBO PERSONNEL
3. IMPROPER DECISION, INFORMATION UNCLEAR(PHRASEOLOGY) - PILOT IN COMMAND
4. IMPROPER DECISION, - FBO PERSONNEL
5. REFUELING - INATTENTIVE - PILOT IN COMMAND
6. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. OBJECT - TREE(S)

Occurrence #4 FIRE/EXPLOSION
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2488 10/06/84 CINCINNATI, OH A/C Reg. No. N3730S Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH BE-77	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 070/004 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - VFR</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;">LUNKEN</p> <p>Runway Ident - 20R</p> <p>Runway Lth/Wid - 3797/ 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 - 29</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 23</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 23</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 21</td> </tr> </table>	Total - 23	Last 24 Hrs - UNK/NR	Make/Model- 23	Last 30 Days- UNK/NR	Instrument- 1	Last 90 Days- 21
Total - 23	Last 24 Hrs - UNK/NR							
Make/Model- 23	Last 30 Days- UNK/NR							
Instrument- 1	Last 90 Days- 21							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING, HE FLARED TOO HIGH, THE ACFT ENTERED A HIGH RATE OF DESCENT & TOUCHED DOWN HARD. HE REPORTED THAT THE NOSE GEAR BECAME BENT, THE ACFT WENT OFF THE LEFT SIDE OF THE RWY & STRUCK A CULVERT.

Brief of Accident (Continued)

File No. - 2488

10/06/84

CINCINNATI, OH

A/C Reg. No. N3730S

Time (Lc1) - 1715 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR, NOSE GEAR - OVERLOAD
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2485 10/06/84 YOUNGSTOWN, OH A/C Reg. No. N738CY Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	0	1	
						3	

-----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 - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LANDSDOWNE
Wind Dir/Speed- 120/013 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3027/ 40
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 92
SE LAND	Months Since - 12	Make/Model- 2
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING TO THE ARPT, THE PLT ENTERED THE PATTERN FOR A X-WIND LANDING. HE MADE 3 GO-AROUNDS WHILE ATTEMPTING TO LAND. ON THE 4TH APCH, THE ACFT TOUCHED DOWN, THEN BECAME AIRBORNE AGAIN. THE PLT DECIDED "TO MUCH TIME HAD PASSED TO MAKE ANOTHER GO-AROUND" & ELECTED TO CONTINUE THE LANDING. THE ACFT TOUCHED DOWN NEAR THE DEPARTURE END OF THE RWY, CONTINUED OFF INTO BRUSH & HIT A TREE. HE REPORTED THAT RWY 20 SLOPED SLIGHTLY DOWNHILL. ABOUT 9 MI NORTHWEST, THE 1115 EDT WIND AT YOUNGSTOWN, OH, WAS FROM 120 DEGREES AT 13 KTS.

Brief of Accident (Continued)

File No. - 2485

10/06/84

YOUNGSTOWN, OH

A/C Reg. No. N738CY

Time (Lc1) - 1030 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - HIGH VEGETATION
10. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2489

10/06/84

COLUMBUS, OH

A/C Reg. No. N83HL

Time (Lcl) - 1457 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - MCCOY KR-2
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - REVMaster A2100D
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - UNK/NR

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 110/008 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

BOLTON FIELD
Runway Ident - 04
Runway Lth/Wid - 5200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 68
Biennial Flight Review
Current - NO
Months Since - 52
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	3654
Make/Model-	101
Instrument-	436
Multi-Eng -	1728
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THE ACFT WAS CLIMBING THRU ABOUT 50 FT AGL WHEN HE FELT A VIBRATION & NOTED A LOSS OF POWER. SUBSEQUENTLY, THE ACFT TOUCHED DOWN HARD NEAR THE DEPARTURE END OF THE RWY. THE MAIN GEAR COLLAPSED, THEN THE ACFT SLID INTO A DITCH & WAS FURTHER DAMAGED. AN EXAM OF THE ACFT REVEALED THAT THE SHAFT SEAL ON THE TURBOCHARGER HAD FAILED & ALLOWED OIL TO ESCAPE INTO THE EXHAUST SYS. SUBSEQUENTLY, THE TURBO IMPELLER BECAME VERY HARD TO ROTATE.

Brief of Accident (Continued)

File No. - 2489

10/06/84

COLUMBUS, OH

A/C Reg. No. N83HL

Time (Lc1) - 1457 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LUBRICATING SYSTEM, OIL SEAL - FAILURE, TOTAL
 2. FLUID, OIL - LEAK
 3. FLUID, OIL - STARVATION
 4. EXHAUST SYSTEM, TURBOCHARGER - BINDING(MECHANICAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2490 10/06/84 XENIA, OH

A/C Reg. No. N80941

Time (Lcl) - 1945 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 Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
WAYNESVILLE, OH
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

GREENE CO. SPORT
Runway Ident - 27
Runway Lth/Wid - 3000/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

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 - 23

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	86	Last 24 Hrs	-	1
Make/Model-	41	Last 30 Days-	UNK/NR		
Instrument-	4	Last 90 Days-	6		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER LANDING ON THE 3000 FT GRASS RWY, THE ACFT TRAVELED OFF THE RIGHT & HIT A DITCH. NO MECHANICAL PROBLEMS WERE EVIDENT.

Brief of Accident (Continued)

File No. - 2490

10/06/84

XENIA, OH

A/C Reg. No. N80941

Time (Lc1) - 1945 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 - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2504 6/29/84 WASHINGTON,OK A/C Reg. No. N49483 Time (Lc1) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
				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 - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	WASHINGTON,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARADISE AIR HAVEN
Wind Dir/Speed- 100/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3800 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	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) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER HE HAD LANDED & DECELERATED ALMOST TO TAXI SPEED, THE NOSE GEAR DUG INTO SOFT TERRAIN AS HE WAS TURNING OFF THE LANDING AREA. THE ACFT THEN SLOWLY NOSED OVER.

Brief of Accident (Continued)

File No. - 2504

6/29/84

WASHINGTON, OK

A/C Reg. No. N49483

Time (Lcl) - 1430 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2434 6/29/84 MINCO,OK A/C Reg. No. N6473P Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED

Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		2	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 - 115 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3800 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OKLAHOMA CITY,OK

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3460

Make/Model- UNK/NR

Instrument- 208

Multi-Eng - 2300

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT HAD RENTED THE ACFT. RECORDS SHOWED THAT HE HAD FLOWN THIS ACFT ON PREVIOUS OCCASIONS. THE PLT ACTING AS INSTRUCTOR DID NOT POSSESS A CURRENT INSTRUCTOR CERTIFICATE. THERE WERE NO WITNESSES TO THE CRASH, BUT THE ACFT WAS OBSERVED MANEUVERING IN TURNS AT ABOUT 800 FT AGL SHORTLY BEFORE THE MISHAP WITH SOUNDS OF POWER CHANGES. AN INVESTIGATION REVEALED THAT IMPACT OCCURRED WITH THE ACFT IN AN APRX 25 DEG NOSE-DOWN, WINGS-LEVEL ATTITUDE, WHILE IN POWERED FLT. THE ACFT WAS DEMOLISHED BY A POST-CRASH FIRE. NO EVIDENCE WAS FOUND OF A PREIMPACT FAILURE OR MALFUNCTION OF THE FLT CONTROLS. AN ENG TEARDOWN REVEALED NO INDICATION OF AN ENG MALFUNCTION.

Brief of Accident (Continued)

File No. - 2434

6/29/84

MINCO,OK

A/C Reg. No. N6473P

Time (Lc1) - 1645 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2497 12/06/84 CRESWELL,OR A/C Reg. No. N1424Y Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 172C	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">CRESWELL,OR</p> <p>Destination</p> <p style="padding-left: 20px;">CRESWELL,OR</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;">FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - HIGH VEGETATION</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 - 54</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 895</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model-</td> <td>642</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>10</td> <td>Last 90 Days-</td> <td>3</td> </tr> </table>	Total	- 895	Last 24 Hrs	- 0	Make/Model-	642	Last 30 Days-	UNK/NR	Instrument-	10	Last 90 Days-	3
Total	- 895	Last 24 Hrs	- 0											
Make/Model-	642	Last 30 Days-	UNK/NR											
Instrument-	10	Last 90 Days-	3											

Instrument Rating(s) - NONE

-----Narrative-----

AT ALT OF APRX 100 FT AGL ENGINE QUIT. WITNESS STATED ACFT TURNED TO THE RIGHT THEN TO THE LEFT BEFORE NOSING DOWN INTO THE GROUND. INSPECTION REVEALED ICE CRYSTALS ON THE LEFT WING WHERE THE FUEL TANK RUPTURED AND FUEL WAS LEAKING. WITNESS STATED ICE CRYSTALS WERE ON THE GROUND WHERE THE FUEL WAS LEAKING A FEW DROPS OF WATER WERE FOUND IN THE ENGINE QUICK DRAIN. WING TANK FUEL DRAINS CONTAINED NO WATER. AREA AROUND BOTH FUEL CAPS WAS RUSTY AND THE CAP SEALS SHOWED RUST MARKS. PLT STATED LEFT FUEL TANK COULD NOT BE FILLED BECAUSE IT LEAKED. NO MECHANICAL FAILURE OR MECHANICAL COULD BE FOUND.

Brief of Accident (Continued)

File No. - 2497

12/06/84

CRESWELL,OR

A/C Reg. No. N1424Y

Time (Lc1) - 1230 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - WATER
 2. ENGINE ASSEMBLY - UNDETERMINED
 3. 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)

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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2512 8/21/84 MERCER, PA A/C Reg. No. N5545L Time (Lcl) - 1550 EDT

-----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	1	0
Accident Occurred During - DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 152II	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ZELIENOPLE, PA	BALLARD FLD.
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 30000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 30000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5384
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 94
		Last 30 Days - UNK/NR
		Instrument - 814
		Last 90 Days - 208
		Multi-Eng - 4622

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF FROM BALLARD FIELD THE ENGINE LOST PARTIAL POWER. THE ACFT STRUCK A POWER LINE DURING DESCENT, ABRUPTLY LOSING AIRSPEED, AND THEN STRIKING THE GROUND. POST ACCIDENT INVESTIGATION REVEALED THE ENGINE SPARK PLUG GAPS WERE TOO WIDE.

Brief of Accident (Continued)

File No. - 2512

8/21/84

MERCER,PA

A/C Reg. No. N5545L

Time (Lcl) - 1550 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - CLEARANCE
 2. MAINTENANCE - IMPROPER -
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE, STATIC
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2511

8/21/84

PINE GROVE MILL, PA

A/C Reg. No. N3313S

Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 210J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 280 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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PINE GROVE MILL, PA
Destination
HANOVER

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

STATE COLLEGE
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 - 63

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	655	Last 24 Hrs -	2
Make/Model-	655	Last 30 Days-	UNK/NR	
Instrument-	8	Last 90 Days-	3	

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU ABOUT 400 FT AGL. THE PLANE WAS DAMAGED DURING A WHEEL-UP LANDING. THE PLT REPORTED THAT A BRAIDED FUEL LINE HAD RUPTURED & ALLOWED FUEL TO LEAK OUT OF THE RIGHT FUEL TANK WHILE THE ACFT WAS PARKED AT THE ARPT.

Brief of Accident (Continued)

File No. - 2511

8/21/84

PINE GROVE MILL, PA

A/C Reg. No. N3313S

Time (Lc1) - 1330 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, LINE - LEAK
2. FLUID, FUEL - STARVATION
3. AIRCRAFT PREFLIGHT - IMPROPER - 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)

4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2509 8/19/84 CHARLESTOWN,RI A/C Reg. No. N2328H Time (Lcl) - 1810 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - ERCOUPE 415-E	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BLOCKISLAND,RI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHARLESTOWN,RI	DUHAMMEL FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 100
Lowest Sky/Clouds - THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 150
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH, THE LEFT MAIN GEAR CONTACTED SOME BRUSH AND BECOMING ENTANGLED IN VINES FOLLOWED BY THE PROPELLER BECOMING ENTANGLED. THE PROPELLER STOPPED AND THE AIRCRAFT SWUNG AROUND 180 DEGREES COMING TO REST ABOUT 500 FT FROM THE GRASS RUNWAY.

Brief of Accident (Continued)

File No. - 2509

8/19/84

CHARLESTOWN,RI

A/C Reg. No. N2328H

Time (Lcl) - 1810 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DESCENT - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)
3. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2481 7/22/84 STRATFORD,SD A/C Reg. No. N9108R Time (Lcl) - 1435 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 -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - CESSNA A188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4400

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 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

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HUSKY SPRAY STRIP

Runway Ident - 18

Runway Lth/Wid - 2600

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - 172 310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4700

Make/Model- 1000

Instrument- 260

Multi-Eng - 250

Last 24 Hrs - 16

Last 30 Days- UNK/NR

Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT HE WAS TAKING OFF ON THIS FLIGHT WITH 120 GALLONS OF CHEMICAL AND FULL FUEL TANKS. HE CONTINUED TO STATE THAT THE ACFT DID NOT ACCELERATE AS IT HAD EARLIER THAT DAY. THE ACFT ROLLED APRX 3 QUARTERS OF THE 1/2 MILE LONG RWY BEFORE IT BECAME AIRBORNE. THE ACFT SETTLED BACK TO THE GROUND IN FRONT OF A FENCE AT THE END OF THE RWY. POST ACCIDENT EXAM OF THE ACFT ENG REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE THAT WOULD HAVE AFFECTED THE PERFORMANCE OF THE ACFT.

Brief of Accident (Continued)

File No. - 2481

7/22/84

STRATFORD,SD

A/C Reg. No. N9108R

Time (Lcl) - 1435 MDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
 3. ROTATION - PREMATURE - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2462 11/13/84 EADS,TN

A/C Reg. No. N2133C

Time (Lcl) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 195B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3150
No. of Seats - 5

Eng Make/Model - JACOBS R755-B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
COLLIERVILLE, TN

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 15
Runway Lth/Wid - 2500
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND
HELICOPTER

Age - 39
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 727

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 13000 Last 24 Hrs - 1
Make/Model- 31 Last 30 Days- UNK/NR
Instrument- 2000 Last 90 Days- 62
Multi-Eng - 9900 Rotorcraft - 2050

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT STATED THAT HE WAS TAKING OFF WITH FULL PWR. THE ACFT ACCELERATED TO ABOUT 60 WHEN IT WENT OVER A SMALL RISE IN THE RWY, THE LEFT WHEEL ASSEMBLY SEPERATED FROM THE ACFT AT THE PT WHERE IT ATTACHES TO THE LANDING GEAR STRUT. THE STRUT DUG INTO THE GND AND THE ACFT NOSED OVER. EXAM OF THE LANDING GEAR REVEALED EVIDENCE OF A FATIGUE CRACK AT THE ATTACH BOLT HOLES.

Brief of Accident (Continued)

File No. - 2462

11/13/84

EADS,TN

A/C Reg. No. N2133C

Time (Lc1) - 1645 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - FATIGUE
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2449 4/28/84 MCKINNEY, TX A/C Reg. No. N69789 Time (Lcl) - 1250 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire NONE	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91		Pass 2	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 310Q	Eng Make/Model - CONTINENTAL D-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GAINESVILLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MCKINNEY
Wind Dir/Speed- 060/011 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 481
SE LAND, ME LAND	Months Since - 4	Make/Model- 272
	Aircraft Type - C-172	Instrument- 89
		Multi-Eng - 287
		Last 24 Hrs - 1
		Last 30 Days- 17
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT ENTERED THE LANDING PATTERN BEHIND A SLOWER ACFT (STEARMAN) AND REDUCED SPEED TO MAINTAIN A PROPER INTERVAL. THE NOMINAL APPROACH SPEED DIFFERENTIAL BETWEEN THE TWO ACFT MAKES IS 26 MPH. A RIGHT HAND TRAFFIC PATTERN WAS IN USE AND A RIGHT CROSSWIND PREVAILED, EFFECTIVELY REDUCING THE DESIRED INTERVAL ON BASE LEG (TAIL WIND). ON LNDG ROLL, THE STEARMAN PLT BROADCAST HE WOULD NOT BE ABLE TO MAKE THE FIRST TURNOFF. THE MISHAP ACFT WAS ON SHORT FINAL AT THIS TIME AND THE PLT BROADCAST HIS INTENTION TO EXECUTE A GO-AROUND. THE ACFT DRIFTED LEFT, OSCILLATED AROUND THE LONGITUDINAL AXIS AND ROLLED INTO A LEFT SPIN, IMPACTING THE GROUND 70 DEGREES NOSE DOWN, INVERTED. INVESTIGATION REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2449

4/28/84

MCKINNEY, TX

A/C Reg. No. N69789

Time (Lc1) - 1250 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. GO-AROUND - INITIATED - PILOT IN COMMAND
 5. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2546 5/27/84 SAN ANTONIO, TX A/C Reg. No. N102CD Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -CHAPARRAL AVIATION	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	1	3
Accident Occurred During -DESCENT					None
					0
					0

-----Aircraft Information-----

Make/Model - BELL 206B	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 - 3350	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN ANTONIO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 225/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6439
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - 206B	Make/Model- 301
		Last 30 Days- UNK/NR
		Instrument- 790
		Last 90 Days- 117
		Multi-Eng - 5462
		Rotorcraft - 450

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

IN A LEFT ORBIT THE HELICOPTER YAWED RIGHT AND CONTINUED THE RIGHT ROTATION TO IMPACT. AT THE TIME OF THE LOSS OF CONTROL THE ACFT WAS OPERATING OUT OF GROUND EFFECT AT 250 FT AGL WITH A DENSITY ALT OF 3751 FT AND AN INDICATED AIRSPEED OF 20 TO 25 KTS. THE PLT'S ATTEMPTS TO REGAIN CONTROL WERE UNSUCCESSFUL. EXAM OF THE WRECKAGE REVEALED NO MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2546

5/27/84

SAN ANTONIO, TX

A/C Reg. No. N102CD

Time (Lc1) - 1515 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

1. WEATHER CONDITION - TAILWIND

2. WEATHER CONDITION - HIGH DENSITY ALTITUDE

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

4. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - LOSS, PARTIAL

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2468 6/23/84 GIDDINGS, TX A/C Reg. No. N5215P Time (Lcl) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 135/012 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 3000 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 BRENHAM, TX</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 AIRPORT</p> <p>Airport Data GIDDINGS LEE COUNTY</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 3200/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</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)			
STUDENT	Current - N/A	Total	- 23	Last 24 Hrs -	5
	Months Since - N/A	Make/Model-	23	Last 30 Days-	0
	Aircraft Type - N/A	Instrument-	0	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ON HIS FIRST SOLO CROSS-COUNTRY FLIGHT BECAME LOST. THE PLT LANDED TO REFUEL BUT THE FACILITY WAS CLOSED. HE DEPARTED TO REFUEL ELSEWHERE AND RAN ONE FUEL TANK DRY ENROUTE. UPON REACHING THE SECOND ARPT, THE PLT PERFORMED A LANDING ON RWY 35 AND RAN OFF THE END INTO A FENCE AND TREES. THE WIND WAS REPORTED SOUTHEASTERLY AT 10 KTS.

Brief of Accident (Continued)

File No. - 2468

6/23/84

GIDDINGS, TX

A/C Reg. No. N5215P

Time (Lc1) - 1745 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
8. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
9. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

10. OBJECT - FENCE
11. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7,8

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. - 2458 6/25/84 GALVESTON, TX A/C Reg. No. N2180J Time (Lcl) - 1320 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PUMPKIN AIR INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	8
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BELL 212	Eng Make/Model	- P&W PT6T-3B-TPAC	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11200	Engine Type	- TURBOSHAFT		
No. of Seats	- 14	Rated Power	- 645 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	GALVESTON, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	HIGH ISL 474, GM		PENZOIL PAD	
Wind Dir/Speed	- 030/006 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- FORCED LANDING	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 - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
NONE	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING TAKEOFF, THE HELICOPTER LIFTED OFF IN AN 80% POWER CHECK & THE PLT BEGAN A NORTHERLY DEPARTURE. BEFORE ACHIEVING TRANSLATIONAL LIFT, THE ROTOR RPM DROPPED TO APRX 85%. THE TORQUE METER INDICATED A SPLIT WITH THE #1 ENG INDICATING ABOUT 55% & THE #2 ENG INDICATING AS LOW AS 39%. THE LOW ROTOR RPM AUDIO & WARNING LIGHT ACTIVATED & THE HELICOPTER BEGAN TO SINK. THE PLT HAD INSUFFICIENT ALT TO RECOVER RPM. HE LANDED THE HELICOPTER IN A CLEAR AREA IN A NOSE HIGH ATTITUDE & WITH FORWARD SPEED. DURING THE LANDING, THE SKIDS WERE DAMAGED (SPREAD), THE HELICOPTER ROCKED FORWARD, THE RADOME WAS DAMAGED & THE TAIL BOOM WAS SEVERED. AN INVESTIGATION REVEALED THAT THE #2 ENG, MAIN FUEL CONTROL, PN3244736-8 HAD AN AIR LEAK AT THE P3-TP-PG REGULATOR AIR DIAPHRAM WJERE A RETAINING SCREW WAS LOOSE. THE SCREW HAD BEEN SAFETY WIRED & SEALED BY THE MANUFACTURER BUT WOULD TURN SLIGHTLY WITHIN THE LIMITS OF THE WIRE. WHEN TIGHTENED, WITHIN THE LIMITS, THE AIR LEAK STOPPED.

Brief of Accident (Continued)

File No. - 2458

6/25/84

GALVESTON, TX

A/C Reg. No. N2180J

Time (Lc1) - 1320 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - LOOSE
 2. MAINTENANCE, INSTALLATION - IMPROPER - MANUFACTURER
 3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
 4. FUEL SYSTEM, FUEL CONTROL - LEAK
 5. FUEL SYSTEM, FUEL CONTROL - OUTPUT LOW
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2548 6/30/84 EL PASO, TX A/C Reg. No. N554 Time (Lcl) - 1432 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	7
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTSIO-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 6 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point GREENVILLE, TX	
Method - N/A	Destination EL PASO, TX	Airport Data EL PASO INTERNATIONAL
Completeness - N/A		Runway Ident - 26
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 9000/ 150
Wind Dir/Speed- 160/007 KTS	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - IFR	Runway Status - DRY
Lowest Sky/Clouds - 6000 FT SCATTERED	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s).	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7826
SE LAND, ME LAND	Months Since - 1	Make/Model- 1740
FREE BALLOON ,GLIDER	Aircraft Type - UNK/NR	Instrument- 822
		Multi-Eng - 3544
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FIRST EVIDENCE OF LANDING GEAR TIRE MARKS WERE FOUND APRX 4,000 FT DOWN THE RWY, RIGHT OF CENTERLINE AND CONTINUED UNTIL THE ACFT ROLLED OFF THE RIGHT SIDE OF THE RWY. ALL 3 LANDING GEAR COLLAPSED IN THE SOFT DIRT AND GRAVEL. ACCORDING TO THE PLT, WHEN THE AUTO-PILOT WAS DISENGAGED ON FINAL APPROACH, 3 MILES OUT, THE ACFT YAWED RIGHT. POWER AND RUDDER WERE USED TO MAINTAIN CONTROL. AT TOUCHDOWN POWER WAS REDUCED AND SHORTLY THEREAFTER THE ACFT DRIFTED RIGHT DESPITE THE APPLICATION OF LEFT RUDDER AND BRAKE. EXAM OF THE WRECKAGE REVEALED NO MECHANICAL MALFUNCTIONS IN THE AUTO-PILOT, WHEEL BRAKES, FLIGHT CONTROLS, AND TRIM SYSTEMS. THE CAUSE OF THE DIRECTIONAL CONTROL LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2548

6/30/84

EL PASO, TX

A/C Reg. No. N554

Time (Lc1) - 1432 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. UNDETERMINED
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
 5. LANDING GEAR, NOSE GEAR - OVERLOAD
 6. LANDING GEAR, MAIN GEAR - OVERLOAD
 7. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2556

7/01/84

KILLEEN, TX

A/C Reg. No. N67HB

Time (Lcl) - 1405 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - STEPHENS AKRO-MASTER
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1615
No. of Seats - 1

Eng Make/Model - FRANKLIN 6A-350C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 100/006 KTS
Visibility - 14.0 SM
Lowest Sky/Clouds - 4500 FT
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KILLEEN, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

KILLEEN MUNI
Runway Ident - 01
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 67

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1296	Last 24 Hrs - UNK/NR
Make/Model - 96	Last 30 Days - UNK/NR
Instrument - UNK/NR	Last 90 Days - UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND FOLLOWING A LOW ALT AEROBATIC MANEUVER WHILE PARTICIPATING IN AN AIRSHOW. INVESTIGATION REVEALED THE ACFT ENTERED A SNAP ROLL AT ABOUT 800 FT AGL, MADE ONE COMPLETE REVOLUTION IN ABOUT A 20-45 DEG NOSE DOWN ATTITUDE, ENTERED A SECOND SNAP ROLL FOR ABOUT 3/4 REVOLUTION AND IMPACTED THE GROUND. INVESTIGATION DID NOT REVEAL ANY EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE AIRFRAME OR POWERPLANT. AN AUTOPSY AND TOXICOLOGY STUDY OF THE PLT WERE NEGATIVE.

Brief of Accident (Continued)

File No. - 2556

7/01/84

KILLEEN, TX

A/C Reg. No. N67HB

Time (Lc1) - 1405 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2549

7/05/84

GEORGETOWN, TX

A/C Reg. No. N25466

Time (Lcl) - 0940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

UNK/NR

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-38-112

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 - 112 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 190/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - UNK/NR

Condition of Light - DAWN

Itinerary

Last Departure Point

GEORGETOWN, TX

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

SE LAND, ME LAND, SE SEA

Age - 27

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING TAKEOFF FOLLOWING A REPORTED LOSS OF POWER. THE ENGINE BY OBSERVATION WAS RUNNING AT IMPACT. INVESTIGATION SHOWED A WORN MAGNETO AND FOULED SPARK PLUGS; #3 BOTTOM PLUG WAS COATED WITH UNBURNED OIL AND FOREIGN MATTER. THE ACFT WAS STALLED INTO THE TREES BY THE CFI TO AVOID ELECTRICAL WIRES & ONCOMING TRAFFIC. THE ENG REPORTEDLY STARTED TO RUN AGAIN DURING DESCENT BUT FAILED A 2ND TIME BEFORE IMPACT. NO FUEL WAS FOUND IN THE INTACT FUEL LINES BEYOND THE ENG DRIVEN FUEL PUMP. DURING TESTING THE WORN MAG PERFORMED WITHIN SPECS.

Brief of Accident (Continued)

File No. - 2549

7/05/84

GEORGETOWN, TX

A/C Reg. No. N25466

Time (Lc1) - 0940 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, PUMP - IMPROPER
 2. IGNITION SYSTEM, MAGNETO - WORN
 3. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY
4. PLANNED APPROACH - NOT POSSIBLE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2505 7/07/84 LUBBOCK, TX A/C Reg. No. N55HT Time (Lc1) - 1835 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire NONE	Crew 0	Fatal 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91		Pass 0		0	2	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNKNOWN, UN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LUBBOCK, TX	TOWN AND COUNTRY
Wind Dir/Speed- 170/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 371
SE LAND, ME LAND	Months Since - 15	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 12
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE RIGHT ENG LOST POWER & DURING THE APPROACH TO THE ARPT, THE LEFT ENG ALSO LOST POWER. SUBSEQUENTLY, HE MADE A WHEELS UP LANDING IN A COTTON FIELD & THE ACFT WAS DAMAGED. THE PLT INDICATED THAT HE WAS DISTRACTED IN HIS ATTEMPTS TO RESTART THE RIGHT ENG & FAILED TO SWITCH THE FUEL SELECTOR TO ANOTHER TANK. AN EXAM REVEALED THAT THE LEFT MAIN AS WELL AS THE LEFT & RIGHT AUX TANKS WERE EMPTY. THE RIGHT MAIN TANK CONTAINED 15 GALS OF FUEL.

Brief of Accident (Continued)

File No. - 2505

7/07/84

LUBBOCK, TX

A/C Reg. No. N55HT

Time (Lc1) - 1835 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

4. FLUID, FUEL - STARVATION
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2404 7/07/84 WELCH, TX A/C Reg. No. N2961H Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		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	-DESCENT						

-----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	- 575	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	HOBBS,NM	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	- 180/007 KTS		- N/A
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 12500 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- DIRT
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 221	Last 24 Hrs - 6
SE LAND	Months Since - 10	Make/Model- 14	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 25
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PARTICIPATING IN A NATIONAL X-COUNTRY CONTEST. AFTER APRX 6 HRS OF FLT, HE ELECTED TO LAND IN A CIRCULAR IRRIGATED COTTON FIELD. DURING A 2ND 360 DEG TURN OVER THE INTENDED LANDING AREA, AT APRX 100 FT AGL, THE GLIDER'S LEFT WING DROPPED ABOUT 60 DEG & IT ENTERED A STEEP NOSE DOWN ATTITUDE & CRASHED. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND. THE DENSITY ALT WAS APRX 6000 FT.

Brief of Accident (Continued)

File No. - 2404

7/07/84

WELCH, TX

A/C Reg. No. N2961H

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----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. - 2403

7/20/84

MCALLEN, TX

A/C Reg. No. N113B

Time (Lcl) - 1459 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	2
Pass	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - BEECHCRAFT D-18S
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 10100
No. of Seats - 2

Eng Make/Model - P&W R-985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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- 110/008 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
VERACRUZ, MX

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

MILLER INT'L
Runway Ident - 13
Runway Lth/Wid - 7108/ 150
Runway Surface - ASPHALT
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP
SE LAND, ME LAND, SE SEA, ME SEA

Age - 58

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 18825	Last 24 Hrs	- 6
Make/Model-	810	Last 30 Days-	UNK/NR
Instrument-	2920	Last 90 Days-	302
Multi-Eng	- 9750		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC WAS OBSERVING FROM THE RIGHT SEAT WHILE THE CO-PLT WAS IN THE LEFT SEAT TAKING OFF. DURING THE TAKEOFF ROLL, THE CO-PLT LOST DIRECTIONAL CONTROL OF THE ACFT & THE PIC WAS UNABLE TO RECOVER. THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY, THE RIGHT MAIN GEAR COLLAPSED & THE RIGHT ENG CAUGHT ON FIRE. AN INVESTIGATION REVEALED THE ACFT WAS LOADED 1203 LBS OVER THE MAX GROSS WT LIMIT & CENTER OF GRAVITY WAS 2.4 INCHES BEYOND THE AFT LIMIT.

Brief of Accident (Continued)

File No. - 2403

7/20/84

MCALLEN, TX

A/C Reg. No. N113B

Time (Lc1) - 1459 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. SUPERVISION - IMPROPER - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
 4. GROUND LOOP/SWERVE - INADVERTENT - COPILOT
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2402 7/22/84 FRIENDSWOOD, TX A/C Reg. No. N64896 Time (Lc1) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/011 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>CLOVER</p> <p>Runway Ident - 14R</p> <p>Runway Lth/Wid - 4300/ 70</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 11</p> <p>Make/Model- 11</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 11</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A TOUCH-&-GO LANDING, THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT AFTER HE APPLIED POWER TO TAKEOFF AGAIN. THE ACFT WENT OFF THE LEFT SIDE OF THE RWY, HIT A DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 2402

7/22/84

FRIENDSWOOD, TX

A/C Reg. No. N64896

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. 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)

5. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2401 7/28/84 FLOYDADA, TX A/C Reg. No. N94453 Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ABILENE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FLOYDADA, TX	FLOYDADA MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 36
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 36
		Last 30 Days- 4
		Instrument- 2
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT BECAME MOST WHILE HE WAS ON THE 2ND LEG OF A X-COUNTRY FLT. HE FINALLY DETERMINED HIS POSITION, BUT EXHAUSTED HIS FUEL BEFORE REACHING AN ARPT. DURING A FORCED LANDING, THE NOSE GEAR SANK IN SOFT TERRAIN & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2401

7/28/84

FLOYDADA, TX

A/C Reg. No. N94453

Time (Lcl) - 1415 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2483 12/08/84 SPANISH FORK,UT A/C Reg. No. N5124X Time (Lcl) - 0915 MST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-ROCKY MOUNTAIN HELICOPTER	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	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	PRICE,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- CALM	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 - 6000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
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)	
COMMERCIAL	Current - YES	Total - UNK/NR	Last 24 Hrs - 1
ME LAND	Months Since - 12	Make/Model- UNK/NR	Last 30 Days- UNK/NR
HELICOPTER ,GLIDER	Aircraft Type - 369 D	Instrument- UNK/NR	Last 90 Days- 155
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF PLT FELT SHUTTER IN ACFT AND NOTICED A RISE IN THE TURBINE OUTLET TEMP. PLT HEARD LOW WHINE OF HIGH PITCH NOISE IN ENGINE. ENGINE CHIP DETECTOR LIGHT CAME ON FOLLOWED BY THE ENGINE OUT LIGHT AND HORN AND OIL PRESSURE WARNING LIGHT. AUTOROTATION MADE TO OPENING AT BOTTOM OF CANYON. ON TOUCHDOWN ACFT SLID FORWARD IN 1 FT DEEP SNOW, RT SKID COLLAPSED AND HELICOPTER ROLLED OVER ON ITS RIGHT SIDE. INSPECTION REVEALED EVIDENCE OF OIL STARVATION IN TURBINE AND COMPRESSOR SECTIONS. TURBINE BEARINGS FAILED, GEARBOX BEARINGS BORE EVIDENCE OF HIGH HEAT DISTORTION AND OIL STARVATION WAS EVIDENT IN COMPRESSOR BEARINGS. LUBRICATION SYSTEM COMPONENTS WERE CHECKED AND OPERATED NORMALLY. A 1 1/8 IN DISK OF GASKET LIKE MATERIAL WAS FOUND IN OIL RESERVOIR. DISK WAS SIMILIAR TO THOSE IN CAPS ON QUARTS OF OIL. DISK WAS SAME SIZE AS OPENING TO OIL PUMP AND ENGINE. WHEN PLACED OVER OPENING OIL FLOW FROM TANK TO ENGINE WAS BLOCKED. EXTRA QTS OF OIL OFTEN WERE ON BOARD ACFT SO PLT COULD ASS OIL IF REQUIRED.

Brief of Accident (Continued)

File No. - 2483

12/08/84

SPANISH FORK, UT

A/C Reg. No. N5124X

Time (Lc1) - 0915 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM - FOREIGN OBJECT
2. MAINTENANCE, SERVICE OF AIRCRAFT - INATTENTIVE -
3. LUBRICATING SYSTEM - BLOCKED(TOTAL)
4. FLUID, OIL - STARVATION
5. TURBINE ASSEMBLY, SHAFT BEARING - FAILURE, TOTAL
6. COMPRESSOR ASSEMBLY - FAILURE, PARTIAL
7. LUBRICATING SYSTEM, OIL SCAVENGE PUMP - OVERTEMPERATURE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 OTHER GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

9. TERRAIN CONDITION - SNOW COVERED
10. LANDING GEAR, SKID ASSEMBLY - OVERLOAD

Occurrence #4 ROLL OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2484 12/22/84 TAYLOR,UT A/C Reg. No. N3648A Time (Lcl) - 1515 MST

-----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	1

-----Aircraft Information-----

Make/Model	- PIPER PA-22-135	Eng Make/Model	- LYCOMING O-290-D2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1850	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 135 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 1000 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 255
SE LAND	Months Since - 26	Make/Model- 255
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ACFT COLLIDED WITH A PILE OF SNOW NEAR THE EDGE OF RWY WHILE LANDING. PLT STATED HE MISJUDGED THE APCH AND REDUCED POWER PREMATURELY.

Brief of Accident (Continued)

File No. - 2484

12/22/84

TAYLOR,UT

A/C Reg. No. N3648A

Time (Lc1) - 1515 MST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - INADEQUATE - PILOT IN COMMAND
 4. AIRSPEED - IMPROPER - PILOT IN COMMAND
 5. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 6. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2528 11/25/84 RUTLAND,VT A/C Reg. No. N19AN Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	Pass	0	0	0	0
Accident Occurred During -DESCENT	NONE				

-----Aircraft Information-----

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1170	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RUTLAND,VT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	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 - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 290
SE LAND	Months Since - UNK/NR	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES RELATED THAT AS THE ACFT GOT AIRBORNE THE WINGS WOBBLED AND THE ACFT DESCENDED OUT OF CONTROL TO IMPACT.
LOCAL LAW ENFORCEMENT OFFICERS FOUND EVIDENCE THAT THE ACFT STRUCK TREES BEFORE COLLIDING WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 2528

11/25/84

RUTLAND, VT

A/C Reg. No. N19AN

Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2429 12/27/84 MORRISVILLE, VT A/C Reg. No. N1DL Time (Lcl) - 1700 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	3

-----Aircraft Information-----

Make/Model	- BEECHCRAFT P35	Eng Make/Model	- CONTINENTAL IO-470N	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3125	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	BEVERLY, MA	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	MORRISVILLE-STOW
Wind Dir/Speed	- 240/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 19
Lowest Sky/Clouds	- 3000 FT THIN BKN	Type of Clearance	- 3700/ 75
Lowest Ceiling	- 3000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1024	Last 24 Hrs - 2
SE LAND	Months Since - 12	Make/Model - 492	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 283	Last 90 Days - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT NOTED ACCUMULATION OF RIME ICE IN FLT. ON NDB APPROACH, VFR CONDITIONS REACHED ABOUT 7 MILES FROM RUNWAY, IFR FLT PLAN CANCELLED AND STRAIGHT-IN VISUAL APPROACH PERFORMED. CROSSING THRESHOLD AT ABOUT 20 FT AGL, PLT REDUCED THROTTLE AND ACFT IMMEDIATELY WENT INTO STALL BUFFET AND MUSHED TO RUNWAY SURFACE. ALL THREE LANDING GEAR COLLAPSED IN OVERLOAD. PLT STATED HE SHOULD HAVE CARRIED APPROACH POWER TO LNDG IN VIEW OF ICE ACCUMULATION.

Brief of Accident (Continued)

File No. - 2429

12/27/84

MORRISVILLE,VT

A/C Reg. No. N1DL

Time (Lc1) - 1700 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WING - ICE
2. AIRCRAFT PERFORMANCE - DETERIORATED
3. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
4. IMPROPER DECISION,HABIT INTERFERENCE - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2495

9/07/84

SPANAWAY,WA

A/C Reg. No. N5701G

Time (Lcl) - 0830 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - CESSNA 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-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- 020/006 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 18000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPANAWAY,WA

Destination

SPANAWAY,WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NONE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

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,CFI

SE LAND,ME 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 - 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-----

ACFT LOST POWER DURING TAKEOFF. PLT MADE FORCED LANDING STRAIGHT AHEAD IN OPEN FIELD.

Brief of Accident (Continued)

File No. - 2495

9/07/84

SPANAWAY, WA

A/C Reg. No. N5701G

Time (Lcl) - 0830 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2475 12/09/84 GIG HARBOR,WA A/C Reg. No. N2104D Time (Lcl) - 0517 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONALD
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-44-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING D-360-E1A6D
Number Engines - 2
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 - IMC
Wind Dir/Speed- CALM
Visibility - .120 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SALEM,OR
Destination
TACOMA,WA

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 - 36

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - PA44180

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 414	Last 24 Hrs	- UNK/NR
Make/Model	- 20	Last 30 Days	- UNK/NR
Instrument	- 4	Last 90 Days	- UNK/NR
Multi-Eng	- 22		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED IN THE EARLY MORNING HOURS FROM SALEM, OR, DESTINED FOR GIG HARBOR. UPON ARRIVAL IN THE DESTINATION AREA THE PLT WAS IN RADIO CONTACT WITH SEATTLE APCON. THE PLT REPORTED HE WAS UNABLE TO ACQUIRE VISUAL CONTACT WITH THE ARPT. VECTORS WERE PROVIDED BY CONTROLLERS. RADAR INFO OBTAINED DURING THE INVESTIGATION REVEALED THE ACFT WAS IN A CONSISTENT DESCENT WITH THE LOWEST ALT READING BEING 300 FT MSL. THE LAST RADAR TARGET RECEIVED SHOWED THE ACFT WITHIN 1000 FT OF THE HIGH VOLTAGE TRANSMISSION LINE AT 600 FT. THE WEATHER WAS DESCRIBED AS BEING FOGGY NEAR THE ACCIDENT SITE AREA. THE PLT WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 2475

12/09/84

GIG HARBOR, WA

A/C Reg. No. N2104D

Time (Lc1) - 0517 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. LIGHT CONDITION - NIGHT
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. OBJECT - SNOW COVERED
 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2419 6/21/84 OSHKOSH,WI A/C Reg. No. N5204M Time (Lcl) - 1731 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire NONE	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91		Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECHCRAFT B-19	Eng Make/Model - LYCOMING O-320 E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point OSHKOSH,WI	
Method - TELEPHONE	Destination SAME AS ACC/INC	Airport Data WITTMAN
Completeness - WEATHER NOT PERTINENT		Runway Ident - 09
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 6180/ 150
Wind Dir/Speed- 100/011 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 30000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
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)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Make/Model- 21
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT HE ROUNDED OUT A LITTLE HIGH, WHILE LANDING ON RWY 09, STALLED & CONTACTED THE RUNWAY IN A CRABBED POSITION. A HARD LANDING RESULTED WHICH SUBSTANTIALLY DAMAGED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2419

6/21/84

OSHKOSH,WI

A/C Reg. No. N5204M

Time (Lcl) - 1731 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING 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. - 2585 8/04/84 PALMYRA,WI A/C Reg. No. N5086W Time (Lcl) - 1127 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-DESCENT		Pass 0	2	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-160	Eng Make/Model	- LYCOMING O-320-B2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PALMYRA,WI	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 5000 FT	Type of Clearance	- N/A
Lowest Ceiling	- 5000 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 189
SE LAND	Months Since - 2	Make/Model	- UNK/NR
	Aircraft Type - PA-28	Instrument	- 0
		Last 24 Hrs	- 0
		Last 30 Days	- 0
		Last 90 Days	- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PERSONAL FLT THE ENG AND AIRFRAME BEGAN TO VIBRATE SEVERELY. THE PLT CLOSED THE THROTTLE AND TURNED EASTWARD TO LAND IN A MINT FIELD. AS HE APPROACHED THE FIELD HE APPLIED POWER TO CLEAR A ROW OF SMALL HOUSES. BUT DURING THIS MANEUVER STRUCK A UTILITY POLE WITH THE RT WING. THE PASSENGERS RELATED THAT THE POLE WAS ON THE FAR SIDE OF THE HOUSES AND NOT SEEN BY ANYONE ON BOARD UNTIL JUST BEFORE IMPACT. INVESTIGATION REVEALED THAT ABOUT 6 INCHES OF ONE PROPELLER TIP WAS MISSING. EXAMINATION OF THE PROPELLER REVEALED EXISTING NICKS AND ROUGH FILE WORK ON PREVIOUS NICKS. A FATIGUE FAILURE ORIGINATED FROM ONE OF THE NICKS.

Brief of Accident (Continued)

File No. - 2585

8/04/84

PALMYRA, WI

A/C Reg. No. N5086W

Time (Lcl) - 1127 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - LOSS, PARTIAL
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. MAINTENANCE - POOR - OTHER MAINTENANCE PSNL
 4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OBJECT - UTILITY POLE
 6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2476 9/03/84 OAK GROVE,WI A/C Reg. No. N8042B Time (Lcl) - 1531 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 2	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JUNEAU,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 6500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 746
SE LAND,ME LAND,SE SEA	Months Since - 6	Last 24 Hrs - 7
	Aircraft Type - PA28180	Make/Model- 428
		Last 30 Days- 40
		Instrument- 77
		Last 90 Days- 60
		Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED TO THE HOST OF THE PICNIC THAT HE WOULD "BUZZ THE PARTY A COUPLE OF TIMES." THE TWO SEAT ACFT HAD THREE OCCUPANTS ABOARD AT THE TIME OF THE ACCIDENT. WITNESSES STATED THAT THE ACFT PASSED OVER THE PICNIC TWICE AT A VERY LOW ALTITUDE. THE ACFT THEN CLIMBED, REVERSED DIRECTION AND DESCENDED BACK TOWARD THE FIELD. THE PLT ATTEMPTED TO FLY BETWEEN TWO TREES BUT THE LEFT WING STRUCK THE TREE. THE ACFT IMPACTED THE GND AND BURNED.

Brief of Accident (Continued)

File No. - 2476

9/03/84

OAK GROVE, WI

A/C Reg. No. N8042B

Time (Lcl) - 1531 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - INTENTIONAL - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - CROP
-

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) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2586 10/19/84 BRUCE,WI

A/C Reg. No. N2898D

Time (Lcl) - 1940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5
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 - IMC
Wind Dir/Speed- 260/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MILWAUKEE,WI
Destination
SHELL LAKE,WI

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 - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total	- 1600
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	75
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO A HEAVILY WOODED AREA DURING A X-COUNTRY PERSONAL FLIGHT. WITNESSES OBSERVED THE ACFT CIRCLE THE LIGHTED FOOTBALL FIELD AT ATLANTA, WI, AT AN ALTITUDE LOW ENOUGH THAT THEY FEARED THE ACFT WOULD HIT TREES IN THE VICINITY. AT THIS TIME THE WX CONDITIONS AT ATLANTA WERE: LOW OVERCAST, RAINY, GUSTY WINDS. WITNESSES WATCHED THE ACFT DEPART THE AREA TOWARD HIGHER GROUND AND HEARD AN EXPLOSION. INVESTIGATION DID NOT REVEAL PRE-IMPACT FAILURE OF THE ACFT AND AUTOPSY AND TOXICOLOGY TEST DID NOT REVEAL ANY MEDICAL COMPLICATIONS OR EVIDENCE OF DRUGS OR ALCOHOL.

Brief of Accident (Continued)

File No. - 2586

10/19/84

BRUCE,WI

A/C Reg. No. N2898D

Time (Lc1) - 1940 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - CLOUDS
4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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. - 2469 10/21/84 BERLIN,WI

A/C Reg. No. N46407

Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E20
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- 280/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 3300 FT
Lowest Ceiling - 3300 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BERLIN,WI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
PRIVATE

Runway Ident - 36
Runway Lth/Wid - 2400/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 872
Make/Model- 872
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 5
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE ATTEMPTED TO TAKEOFF FROM A GRASS STRIP THAT IS PRIENTED NORTH AND SOUTH. HE DESCRIBED THE GRASS AS BEING "TOO LONG" AND THE WIND WAS FROM THE WEST. THE PLT OVER ROTATED THE ACFT TO RAISE THE NOSE WHEEL CLEAR OF THE GRASS AND WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE TAKEOFF WAS ABORTED, THE PLT APPLIED EXCESSIVE BRAKING AND THE ACFT NOSED OVER WHEN THE NOSE WHEEL RAN INTO SOFT TERRAIN.

Brief of Accident (Continued)

File No. - 2469

10/21/84

BERLIN,WI

A/C Reg. No. N46407

Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DITCH
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - CROSSWIND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
8. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2555 11/22/84 CHAMBERS ISLAND,WI A/C Reg. No. N21596 Time (Lcl) - 1115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF	ON GROUND	Pass 0	3	2	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32RT-300T	Eng Make/Model	- LYCOMING TSIO-540-S1AD	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- TURBOPROP		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/018 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">GREEN BAY,WI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>CHAMBERS ISLAND</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2500</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4760
SE LAND,ME LAND,SE SEA	Months Since - 0	Last 24 Hrs - 2
	Aircraft Type - PA32RT	Make/Model- 500
		Instrument- 650
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Multi-Eng - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF UPON REACHING AN ALT OF 8-10 FT AGL A DOWN DRAFT WAS ENCOUNTERED AND THE ACFT CONTACTED THE RWY ON THE RT LANDING GEAR WHICH WAS IN THE TRANSIENT POSITION. HE REPORTED HE WAS ABLE TO REMAIN AIRBORNE BUT THE RATE OF CLIMB WAS SLOW. HE DETERMINED THAT THE TREES SOUTH OF THE APRT COULD NOT BE CLEARED SO HE SLOWED THE ACFT AND LANDED IN THE TREE TOPS. INVESTIGATION REVEALED THAT THE PLT ACTIVATED THE GEAR OVERRIDE SYSTEM PRIOR TO TAKEOFF. USING SHORT FIELD PROCEDURES THE GEAR RETRACTION PROCESS BEGAN UPON ROTATION RESULTING IN PROPELLER CONTACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 2555

11/22/84

CHAMBERS ISLAND, WI

A/C Reg. No. N21596

Time (Lc1) - 1115 CST

Occurrence #1 PROPELLER/ROTOR CONTACT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - DOWNDRAFT
3. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
4. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT
5. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - TREE(S)
7. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

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) 3,5,7

Factor(s) relating to this accident is/are finding(s) 1,2

EMBRY-RIDDLE AERO. DAYTONA BEACH



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NTSB-AAB-86-~~00~~09

Brief Format

U.S. Civil and Foreign Aviation

Issue Number 13 of 1984 Accidents

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