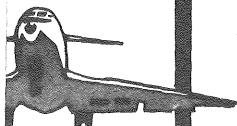


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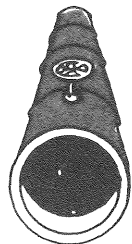
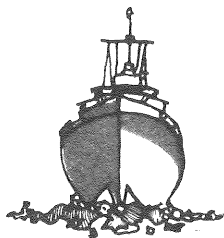
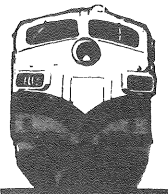


# **NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C. 20594

## **AIRCRAFT ACCIDENT REPORTS**

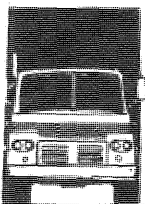
**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 14 OF 1984 ACCIDENTS**



NTSB/AAB-86/10



**UNITED STATES GOVERNMENT**



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Issue 14



# TECHNICAL REPORT DOCUMENTATION PAGE

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12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p style="text-align: center;">File Numbers: 2601 through 2800</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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## FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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## DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

### Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

### Fatal Injury

Any injury which results in death within 30 days of the accident.

### Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

### Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or 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 14

CALENDAR YEAR 1984

## File Order Listing - Issue No. 14, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2601	7954Z	120984	HAMPSHIRE, IL	CESSNA	150C	NONE	116
2602	1407L	111784	PLATO CENTER, IL	BEECH	A23	NONE	114
2603	4739W	111484	STRONGVILLE, OH	ROCKWELL	114	MINOR	246
2604	3281T	102484	BELLEVILLE, MI	BEECH	G-18S	NONE	160
2605	9844T	102384	MINNEAPOLIS, MN	PIPER	PA-38-112	MINOR	166
2606	37JL	100384	GREENBUSH, MN	PIPER	PA-23-250	NONE	164
2607	317DK	110384	MOORHEAD, MN	KRAGNES	ACROSPORT	NONE	168
2608	3998J	102884	AURORA, IL	MOORE	QUICKSILVE	NONE	112
2609	5299	102484	TECUNSEH, MI	GRUMMAN	G-164A	NONE	162
2610	1JR	072884	WATERVILLE, ME	GATES LEAR J	25B	SERIOUS	152
2611	40921	062584	MARLBORO, NJ	PIPER	PA-28-140	MINOR	202
2612	60132	022284	BEVERLY, MA	BEECH	76	FATAL	140
2614	3930E	072384	BERTRAND, NE	PIPER	PA 36-375	FATAL	186
2614	3968E	072384	BERTRAND, NE	PIPER	PA-36-375	FATAL	184
2616	44GA	013084	AVALON, CA	LEAR JET	24	FATAL	20
2617	5102Z	052784	KEARNEY, NE	HUGHES	369D	FATAL	180
2618	85625	081184	FULSHEAR, TX	AERONCA	7AC	NONE	302
2619	6571L	080784	DEL RIO, TX	CESSNA	152	NONE	300
2621	6525F	080584	WALTERS, OK	CESSNA	150F	NONE	248
2622	4752Q	101084	BURLEY, ID	CESSNA	180	NONE	102
2623	6488N	101384	GABBS, NV	CESSNA	T210N	MINOR	214
2624	100LM	121884	HOQUIAM, WA	HILLER	UH-12ET	MINOR	380
2625	2768J	100384	MORGAN CITY, LA	CESSNA	A185E	NONE	128
2626	6685L	100784	WAURIKA, OK	LAKE	LA-4-200	SERIOUS	264
2627	29618	100584	ROSENBURG, TX	CESSNA	T210L	NONE	342

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2628	9737K	101484	BOOKER, TX	STINSON	108-2	NONE	346
2629	44367	081584	TYLER, TX	PIPER	PA-28-180	NONE	304
2630	2324A	090384	MIDLAND, TX	PIPER	PA-38	NONE	320
2631	67833	092284	PONDER, TX	CESSNA	152	NONE	334
2632	2000G	092184	SAND SPRINGS, OK	CESSNA	182A	MINOR	262
2633	9128P	090984	KERRVILLE, TX	PIPER	PA-24	NONE	326
2634	4183B	082484	GOLIAD, TX	GULFSTREAM C	520	SERIOUS	314
2635	6480J	081984	FORT WORTH, TX	PIPER	PA-28-180	NONE	312
2636	6283Q	081884	AMARILLO, TX	CESSNA	310Q	NONE	308
2637	3350Z	082284	TAHLEQUAH, OK	PIPER	PA-22-150	MINOR	254
2638	89099	082584	TULSA, OK	CESSNA	152	NONE	256
2639	5105F	080984	TULSA, OK	PIPER	PA-32R-300	SERIOUS	250
2640	5649L	030884	SCRIBA, NY	AMERICAN AVI	AA-1	FATAL	216
2641	40790	121284	MIAMI, FL	PIPER	PA-31-350	SERIOUS	92
2642	4410Z	050684	SHIRLEY, NY	PIPER	PA-18-150	FATAL	218
2643	7336B	121984	DEER PARK, WA	CESSNA	A152	NONE	384
2644	763AL	050184	HIGH ISL BLK595, GM	SIKORSKY	S-76A	NONE	98
2645	6099Y	121784	BAINBRIDGE, NY	PIPER	PA-23-250	FATAL	242
2647	761LR	092284	COLLEYVILLE, TX	CESSNA	T210M	FATAL	336
2648	177M	090184	MARTINDALE, TX	MILLER AIR S	GEM 260	FATAL	318
2649	3233Q	081184	REED, OK	PIPER	PA-28-161	FATAL	252
2650	8856F	102984	TERRELL, TX	HUGHES	269A	MINOR	352
2651	3433U	102684	EL PASO, TX	DOUGLAS	DC3C	NONE	350
2652	6248H	101984	KILGORE, TX	PIPER	J3C-65	NONE	348
2653	5097H	102184	BOGALUSA, LA	CESSNA	152	NONE	132

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2654	4877H	100684	MONROE, LA	CESSNA	152	FATAL	130
2655	5648D	081884	CORPUS CHRISTI, TX	MAULE	M6-235	SERIOUS	310
2656	3792Q	080284	HOUSTON, TX	BEECH	56TC	MINOR	296
2657	7606P	120384	LANCASTER, CA	CESSNA	P210N	NONE	46
2659	5689K	111984	TULELAKE, CA	MOONEY	M20J	NONE	44
2660	2917W	110984	INVERNESS, CA	BELL	206B	NONE	40
2661	704ZC	111784	OJAI, CA	CESSNA	150M	NONE	42
2662	29484	090284	SAN JOSE, CA	PIPER	PA-28-161	NONE	36
2663	3673L	090384	VAN NUYS, CA	GREAT LAKES	2T-1A-2	NONE	38
2664	8530X	082084	LIVERMORE, CA	CESSNA	P172D	NONE	30
2666	7709E	091484	SPICEWOOD, TX	CESSNA	150	SERIOUS	332
2667	3296E	120284	LAGRANGE, TX	CESSNA	172N	NONE	366
2668	8304D	080284	WOODWORTH, LA	PIPER	PA-28-181	NONE	120
2669	23713	080384	AMARILLO, TX	BEECH	B-60	NONE	298
2670	3594H	080684	THIBODAUX, LA	MOONEY	M20	NONE	122
2671	19953	083184	TEXAS CITY, TX	CESSNA	177B	NONE	316
2672	5643C	090984	SAN ANTONIO, TX	CESSNA	140A	MINOR	324
2673	20148	091084	ALTUS, OK	BEECH	95-B55	NONE	258
2674	4293Y	091184	WHARTON, TX	PIPER	PA-28-181	NONE	328
2675	62561	110584	GROTON, CT	BEECH	BE-55E	NONE	66
2676	64182	110184	ANDES, NY	CESSNA	172P	NONE	238
2677	4863C	101484	HINCHINBROOK, AK	CESSNA	U206	NONE	6
2678	2021A	072184	OUZINKIE, AK	GRUMMAN	G-21A	FATAL	2
2679	82587	102784	FARMINGTON, PA	PIPER	PA-28-161	NONE	286
2680	89318	091384	LIVERPOOL, TX	CESSNA	140	NONE	330

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2682	32809	110184	LACONIA, NH	BEECH	G18S	MINOR	194
2683	4904B	102284	WAPPINGER FALLS, NY	CESSNA	152II	NONE	236
2684	5312G	092784	ANCHORAGE, AK	CESSNA	305A	NONE	4
2685	9540	101684	SELAWIK, AK	BEECH	3NM	NONE	8
2686	8063E	102084	MENEMSHA, MA	CESSNA	206	NONE	144
2687	26759	100784	CORINTH, NY	GRUMMAN AMER	AA5A	MINOR	234
2688	1086Y	091284	VERNAL, UT	BELL	206B	MINOR	372
2689	6316C	102084	COMMERCE, GA	BEECH	A-36	MINOR	96
2690	2443G	111884	PEMBROKE PINES, FL	PIPER	PA-18-150	SERIOUS	80
2691	119DW	121384	SAN JUAN, PR	BRITTEN NORM	BN-2	NONE	292
2692	30204	033084	KELLEYS ISLAND, OH	CESSNA	177	MINOR	244
2693	191WB	090784	SKAMANIA, WA	CESSNA	T210M	FATAL	376
2694	19DA	081784	DFW AIRPORT, TX	CESSNA	402	NONE	306
2695	3675T	090684	LUBBOCK, TX	BEECH	A36	MINOR	322
2696	9560G	091184	MAYSVILLE, OK	CESSNA	A188B	NONE	260
2697	601SP	080684	FARMINGTON, NM	CESSNA	R172E	FATAL	210
2698	29DT	051184	COLLEGEVILLE, PA	ICA BRASOV	IS-29D2	FATAL	270
2699	6102E	073084	DEL RIO, TX	CESSNA	A185F	FATAL	294
2700	2193Y	121584	NUCLA, CO	PIPER	PA-28RT-20	NONE	56
2701	441CF	122184	COEUR D' ALENE, ID	CESSNA	441	NONE	106
2702	CGTQE	122684	BOISE, ID	PIPER	PA-34-200T	NONE	108
2703	64902	093084	HOUSTON, TX	CESSNA	152	NONE	338
2704	5013F	092684	WEST DELTA 105, GM	BELL	206L-1	NONE	100
2705	4641U	100184	CHANDELEUR ISL, LA	CESSNA	TU206G	NONE	124
2706	5255	100184	PROGRESO, TX	GRUMMAN	G-164A	NONE	340

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2707	5360D	100184	LULING, LA	CESSNA	172	NONE	126
2708	6484Z	071284	PEETZ, CO	PIPER	PA-25-235	FATAL	54
2709	2759K	112284	OAKS, ND	LUSCOMBE	8E	NONE	178
2710	24780	120884	SLIDELL, LA	CESSNA	152	SERIOUS	138
2711	100RJ	120284	SPEARMAN, TX	AMERICAN AVI	AA-1A	MINOR	368
2712	7327M	120184	BASTROP, LA	CESSNA	175	MINOR	136
2713	54028	111984	PAMPA, TX	CESSNA	172P	MINOR	364
2714	2478B	112484	NEWCASTLE, OK	PIPER	PA-38-112	NONE	266
2715	64975	110884	DENVER CITY, TX	CESSNA	152	NONE	358
2716	2333D	110984	AMARILLO, TX	CESSNA	170B	NONE	360
2717	94387	111284	EDINBURG, TX	CESSNA	152	MINOR	362
2718	6258G	110484	PARIS, TX	CESSNA	150K	NONE	356
2719	97476	103084	SANDIA, TX	STINSON	108	NONE	354
2720	95035	090384	WASHINGTON, PA	CESSNA	152II	NONE	272
2721	11SU	090384	MADISON, CT	CESSNA	305A	NONE	58
2722	2053N	092784	HARRISBURG, PA	CESSNA	140	NONE	280
2723	26131	121284	GORMAN, CA	GRUMMAN AMER	AA-5A	FATAL	48
2724	5096R	062684	RED FEATHER LAK, CO	CESSNA	172RG	FATAL	50
2725	95007	060584	HAMPTON, NH	PIPER	PA-28-140	SERIOUS	188
2726	1150T	091684	ABERDEEN, WA	CESSNA	172M	FATAL	378
2727	4247A	121984	WEST SEATTLE, WA	DEHAVILLAND	DHC-3 TURB	SERIOUS	382
2728	5406B	080584	FRANKLIN, NC	CESSNA	152	NONE	176
2729	4873Z	102584	VICKSBURG, MS	PIPER	PA-22-108	SERIOUS	170
2730	6823M	121484	HUTCHINSON, KS	BEECH	300	NONE	118
2731	25575	110584	MIAMI, FL	CESSNA	C-152	NONE	72

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2732	7554V	062384	PELL CITY, AL	CESSNA	177RG	NONE	10
2733	52830	092084	WEST MIFFLIN, PA	CESSNA	182P	NONE	274
2734	739SF	081784	ISLIP, NY	CESSNA	172	NONE	226
2735	454SR	030184	SALISBURY, NC	AERO COMMAND	1121	NONE	172
2736	11849	101484	LAPINE, OR	CESSNA	150L	NONE	268
2737	7771V	083084	SHELLMAN, GA	ROCKWELL INT	S2R	NONE	94
2738	4502E	123184	PORT TOWNSEND, WA	CESSNA	172	MINOR	386
2739	7927J	112584	NAMPA, ID	BELL	47G-3B-2	NONE	104
2740	8451V	082284	VISTA, CA	PIPER	PA-28-161	FATAL	32
2741	3112A	042684	TURNER, ME	CESSNA	170B	FATAL	150
2742	15VP	041584	TOMS RIVER, NJ	BEECH	35-C33	SERIOUS	198
2743	83665	100384	WATERBURY, CT	PIPER	PA-18-150	MINOR	62
2744	3704E	111784	FELLSMERE, FL	PIPER	PA-36-300	SERIOUS	78
2745	49533	092284	NEW YORK, NY	AEROSPATIALE	SA-360C	NONE	228
2746	32079	070684	BRIGHTON, CO	WACO	UPF-7	FATAL	52
2747	757ZG	092484	WHEELING, IL	CESSNA	152	SERIOUS	110
2748	7456H	091984	DURHAM, CT	PIPER	J-3	NONE	60
2749	3573X	082684	TRUCKEE, CA	PIPER	PA-28-161	NONE	34
2750	8JN	092984	BRIGHAM CITY, UT	ROLLADEN-SCH	LS3	FATAL	374
2751	5211F	090784	LEHI, UT	R. LAMAR BRA	ROTORWAY E	NONE	370
2752	608BC	052884	PIRU, CA	AEROTEK	PITTS SPEC	NONE	22
2753	511SS	120784	HARRISON, AR	SWEARINGEN	SA226TC	NONE	14
2754	8969Z	012284	PEQUANNOCK, NJ	CESSNA	310G	FATAL	196
2755	37V	052884	BORON, CA	EIRIAVION OY	PIK 20D	NONE	24
2756	9421U	052984	ALAMEDA, CA	CESSNA	150M	NONE	26

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2757	8345A	071684	NEWCOMB, NY	PIPER	PA-34-220T	FATAL	224
2758	5895D	091684	MEADOW LAKE, NM	PIPER	PA-18	FATAL	212
2759	85819	091184	NEWBURY, MA	AERONCA	11AC	FATAL	142
2761	5HE	032384	CHARLOTTE, NC	MITSUBISHI	MU-2B-20	NONE	174
2762	5784M	061984	ISLAND BEACH, NJ	AEROSPATIALE	AS-350D	FATAL	200
2763	77517	111684	STUART, FL	PIPER	J3C-65	NONE	76
2764	98967	081284	ALPENA, MI	PIPER	PA-12	FATAL	158
2765	43080	120984	DAYTONA BEACH, FL	PIPER	PA28-151	NONE	90
2766	8248D	112584	CROSS CITY, FL	PIPER	PA-32R-301	NONE	84
2767	4949U	112184	MELBOURNE, FL	CESSNA	T210N	NONE	82
2768	1703H	110684	OCALA, FL	CESSNA	310C	NONE	84
2769	8993F	112984	JACKSONVILLE, FL	HUGHES	269C	MINOR	86
2770	2650Q	060984	KERNVILLE, CA	PIPER	PA-28R-201	NONE	28
2771	42FG	061084	PAYSON, AZ	CESSNA	R172E	NONE	18
2772	55LP	083184	ALBERTVILLE, AL	CESSNA	402C	FATAL	12
2773	76BP	100784	CORAM, NY	CHAMPION	7KCAB	NONE	232
2774	72053	092484	TITUSVILLE, PA	BEECHCRAFT	58F	NONE	276
2775	5484M	100684	KINZUA, PA	CESSNA	152II	MINOR	282
2776	2052X	091884	STONINGTON, ME	CESSNA	182H	NONE	154
2777	33396	091984	MEDFORD, NJ	PIPER	PA-28-140	NONE	206
2778	5712S	093084	CHURCHTON, MD	SCHWEIZER	SGS 2-33	NONE	148
2779	50157	100784	BATAVIA, NY	CESSNA	150H	NONE	230
2780	9845H	060984	FULTON, NY	CESSNA	182R II	NONE	220
2781	6737L	120384	ST. PETERSBURG, FL	BEECHCRAFT	V35B	MINOR	88
2782	70042	060284	CAMPBELL, NE	CESSNA	A188B	NONE	182

## File Order Listing - Issue No. 14, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2783	38996	110484	OXFORD, CT	PIPER	PA-32-300	NONE	64
2784	16KL	101384	PORT ISABEL, TX	CONSOLIDATED	PBY-6A	FATAL	344
2785	7453P	120284	MERIDEN, CT	PIPER	PA-24-250	NONE	70
2786	24880	120584	NEW CASTLE, PA	PIPER	PA-38-112	NONE	290
2787	9229Y	122084	PEA RIDGE, AR	AERO COMMAND	690A	FATAL	16
2788	8859K	092584	HAZLETON, PA	PIPER	PA-28-140	MINOR	278
2789	89929	112584	MADISON, CT	CESSNA	172P	NONE	68
2790	3709K	112784	MILLBROOK, NY	GLOBE	GC-1B	NONE	240
2791	14315	121884	STOW, MA	PIPER	PA-18-150	NONE	146
2792	1857G	071584	NEWMARKET, NH	BEECHCRAFT	C24R	NONE	190
2793	2273F	080484	MANAHAWKIN, NJ	CESSNA	310L	NONE	204
2794	31699	112584	PROSPECTVILLE, PA	PIPER	PA-32-300	NONE	288
2795	699GN	120684	MILLINOCKET, ME	ROCKWELL GUL	690B	NONE	156
2796	3515H	111084	MARLBORO, NJ	MOONEY	M20J	NONE	208
2797	401GC	100784	MOULTONBORO, NH	BELL	47G3-B1	NONE	192
2798	66534	070884	ONEONTA, NY	BEECH	58	NONE	222
2799	1069E	101584	ONO, PA	AERONCA	7AC	MINOR	284
2800	7415T	112684	HAMMOND, LA	CESSNA	172A	FATAL	134



AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 14 OF 1984 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2678      7/21/84      OUZINKIE,AK      A/C Reg. No. N2021A      Time (Lc1) - 0920 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -HAROLD W. DIERICH	DESTROYED		Fatal	Serious
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	1	0
Flight Conducted Under -14 CFR 135	UNK/NR	Pass	3	0
Accident Occurred During -UNKNOWN				Minor
				0
				None
				0

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

Make/Model - GRUMMAN G-21A	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8920	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 8	Rated Power - 485 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	KODIAK,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LARSEN BAY,AK	
Wind Dir/Speed- 260/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 200 FT PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5537
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 2	Make/Model- 2520
	Aircraft Type - G-21A	Instrument- 70
		Multi-Eng - 2520
		Last 24 Hrs - 1
		Last 30 Days- 90
		Last 90 Days- 124

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N2021A DEPARTED KODIAK, AK, AT 0904 AKDT UNDER A SPECIAL VFR CLEARANCE. TWO OTHER PLTS STATED N2021A WAS THEN CIRCLING OVER MONASHKA BAY WHILE WAITING FOR THE WX OVER THE NARROW STRAIT TO CLEAR. AT 0920 AKDT THE PLT OF N2021A STATED TO ONE OF THE OTHER PLTS THAT THE WX APPEARED TO BE GETTING BETTER AND HE WAS GOING TO TAKE A LOOK. THE ACFT COLLIDED WITH THE WATERS OF THE NARROW STRAIT, NORTHWEST OF MONASHKA BAY. WITNESSES REPORTED THE WX WAS IFR IN THE AREA AT THE TIME. N2021A WAS NOT EQUIPPED FOR INSTRUMENT FLT NOR WAS THE PLT CURRENT WITH FARS TO CONDUCT IFR OPERATIONS. WHILE CIRCLING OVER MONASHKA BAY THE PLT OF N2021A EXPRESSED CONCERN TO THE OTHER PLT ABOUT CARGO OF FROZEN MEAT THAWING.

Brief of Accident (Continued)

File No. - 2678

7/21/84

OZINKIE,AK

A/C Reg. No. N2021A

Time (Lcl) - 0920 ADT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - OBSCURATION
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. WEATHER EVALUATION - POOR - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7.      IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
8.      IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - WATER, GLASSY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2684      9/27/84      ANCHORAGE, AK      A/C Reg. No. N5312G      Time (Lc1) - 2004 ADT

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

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

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

Make/Model	- CESSNA 305A	Eng Make/Model	- CONTINENTAL O-470-11B	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	- 213 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- ACFT RADIO	ANCHORAGE, AK			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	ANCHORAGE, AK		MERRILL	
Wind Dir/Speed	- CALM			Runway Ident	- 24
Visibility	- 50.0 SM	ATC/Airspace		Runway Lth/Wid	- 4000/ 100
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Flight Plan	- MILITARY (VFR)	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- VFR	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- DUSK				

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

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1350	Last 24 Hrs - 3
SE LAND, SE SEA	Months Since - 12	Make/Model - 79	Last 30 Days - UNK/NR
	Aircraft Type - PA-18	Instrument - 83	Last 90 Days - 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE ROLLOUT THE TAIL WHEEL BEGAN TO SHIMMY AND THE ACFT SWERVED TO THE RIGHT AND GROUND LOOPED. THE LEFT WING AND LEFT HORIZONTAL STABILIZER CONTACTED THE GROUND. INVESTIGATION REVEALED THAT THE TAIL WHEEL SPRING ASS'Y WAS OVERSIZED AND NOT PROPERLY SECURED. THIS WAS THE FOURTH REPORTED OCCURRENCE INVOLVING GROUND DIRECTIONAL CONTROL PROBLEMS IN THIS ACFT.

Brief of Accident (Continued)

File No. - 2684

9/27/84

ANCHORAGE, AK

A/C Reg. No. N5312G

Time (Lcl) - 2004 ADT

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

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - INCORRECT
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2677      10/14/84      HINCHINBROOK, AK      A/C Reg. No. N4863C      Time (Lc1) - 1030 ADT

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

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

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

Make/Model	- CESSNA U206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	CORDOVA, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	HINCHINBROOK, AK		STRAWBERRY POINT	
Wind Dir/Speed	- VARIABLE	ATC/Airspace		Runway Ident	- 05
Visibility	- 90.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 1800 -UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- SOFT
Obstructions to Vision	- NONE		- FULL STOP		ROUGH
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4860	Last 24 Hrs - 4
SE LAND, SE SEA	Months Since - 3	Make/Model - 1500	Last 30 Days - 31
	Aircraft Type - U206	Instrument - 50	Last 90 Days - 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

INVESTIGATION REVEALED THAT THE NOSE GEAR TORQUE LINK BOLT SHEARED DURING THE LANDING ROLL ON AN ABANDONED SAND AIRSTRIP CAUSING THE GEAR COLLAPSE AND NOSEOVER. METALLURGICAL TESTING DISCLOSED EVIDENCE OF LONG TERM PROGRESSION OF SEVERE CORROSION BETWEEN THE BOLT AND IT'S SLEEVE THE ACFT HAD BEEN INVOLVED IN OPERATIONS REQUIRING MULTIPLE TAKEOFFS AND LANDINGS PER HOUR, MANY OF WHICH WERE ON SALT WTER BEACHES.

Brief of Accident (Continued)

File No. - 2677

10/14/84

HINCHINBROOK, AK

A/C Reg. No. N4863C

Time (Lc1) - 1030 ADT

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

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - CORRODED
- 

Occurrence #2      NOSE GEAR COLLAPSED  
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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2685      10/16/84      SELAWIK, AK      A/C Reg. No. N9540      Time (Lcl) - 1122 ADT

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

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

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

Make/Model	- BEECH 3NM	Eng Make/Model	- P&W R-985-AN-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9360	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	KOTZEBUE, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SELAWIK, AK	SELAWIK
Wind Dir/Speed	- 070/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 08
Lowest Sky/Clouds	- UNK/NR	- COMPANY (VFR)	Runway Lth/Wid
Lowest Ceiling	- 5000 FT BROKEN	Type of Clearance	- 1900/ 60
Obstructions to Vision	- NONE	Type Apch/Lndg	- GRAVEL
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- DRY

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3973	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 4	Make/Model - 77	Last 30 Days - UNK/NR
	Aircraft Type - A-100	Instrument - 174	Last 90 Days - 346
		Multi-Eng - 3577	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MAINTAINING VISUAL SEPARATION WITH OTHER ACFT, FLYING A STRAIGHT-IN APCH INSTEAD OF A CONVENTIONAL PATTERN, AND CONCERN OVER THE LANDING ON A SHORT STRIP INTERFERED WITH THE PLT'S HABIT PATTERN. THE GEAR WAS NOT EXTENDED AND THE GEAR-UP LANDING RESULTED.

Brief of Accident (Continued)

File No. - 2685

10/16/84

SELAWIK, AK

A/C Reg. No. N9540

Time (Lcl) - 1122 ADT

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2732      6/23/84      PELL CITY, AL      A/C Reg. No. N7554V      Time (Lc1) - 1330 CDT

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

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	PELL CITY, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PELL CITY, AL	Runway Ident - N/A
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1211
SE LAND	Months Since - 3	Make/Model- 5
	Aircraft Type - C-172RG	Instrument- 105
		Multi-Eng - 200
		Last 24 Hrs - 2
		Last 30 Days- 13
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF SEQUENCE, THE ALTERNATE AIR DOOR HINGE FAILED, ALLOWING THE DOOR TO SEPARATE AND PROGRESSIVELY BLOCK THE INDUCTION AIR SYSTEM TO THE POINT THAT INSUFFICIENT POWER WAS AVAILABLE TO SUSTAIN FURTHER FLIGHT. A FORCED LANDING WAS EFFECTED IN A COW PASTURE. THE ALTERNATE AIR DOOR IS NOT ACCESSIBLE FOR CONDITION INSPECTION UNDER ROUTINE PREFLIGHT PROCEDURES (COWLING REMOVAL REQUIRED).

Brief of Accident (Continued)

File No. - 2732

6/23/84

PELL CITY, AL

A/C Reg. No. N7554V

Time (Lcl) - 1330 CDT

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

Finding(s)

1. MISCELLANEOUS - SEPARATION
2. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)
3. AIRCRAFT PREFLIGHT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - DITCH

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

Finding(s)

6. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2772

8/31/84

ALBERTVILLE,AL

A/C Reg. No. N55LP

Time (Lc1) - 0810 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious Minor

None

Type of Operation -BUSINESS

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -APPROACH

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

Make/Model - CESSNA 402C

Eng Make/Model - CONTINENTAL TS10-520-VB

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 6350

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 10

Rated Power - 325 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 004 KTS

Visibility - .250 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

DECATUR,AR

Destination

ALBERTVILLE,AL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ALBERTVILLE MUNICIPAL

Runway Ident - 23

Runway Lth/Wid - 4800/ 80

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ADF/NDB

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 60

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7500

Make/Model- 400

Instrument- 585

Multi-Eng - 2600

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS EXECUTING AN NON-DIRECTIONAL BEACON APPROACH TO RWY 23. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. RADAR INFORMATION OBTAINED DURING THE INVESTIGATION REVEALED THE PLT DID NOT STABILIZE THE AIRSPEED WHILE EXECUTING THE APPROACH. WITNESSES NEAR THE ACCIDENT SITE INDICATED THEY HAD HEARD A LOW FLYING ACFT AT THE APRX TIME OF THE ACCIDENT. THE WRECKAGE PATH REVEALED A GRADUAL DESCENT SWATH IN THE TREES WHICH TERMINATED WITH GROUND IMPACT. WITNESSES NEAR THE ARPT STATED THAT THE ARPT WAS OBSCURED BY FOG.

Brief of Accident (Continued)

File No. - 2772

8/31/84

ALBERTVILLE, AL

A/C Reg. No. N55LP

Time (Lc1) - 0810 CDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. MINIMUM DESCENT ALTITUDE - EXCEEDED - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND
7. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
8. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
9. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7,8,9

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. - 2753      12/07/84      HARRISON, AR      A/C Reg. No. N511SS      Time (Lcl) - 1410 CST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-SCHEDULED SKYWAYS, INC.	SUBSTANTIAL						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	2	
Accident Occurred During	-LANDING			0	0	0	5	

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

Make/Model	- SWEARINGEN SA226TC	Eng Make/Model	- GARRETT TPE331-10VA	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 840 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point,	ON AIRPORT
Method - N/A	FAYETTEVILLE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BOONE COUNTY
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6159/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3599
ME LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - SA226TC	Make/Model- 754
		Instrument- 702
		Multi-Eng - 2007
		Last 30 Days- UNK/NR
		Last 90 Days- 213

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING OPERATED AS SKYWAYS FLT 488. THE FIRST OFFICER WAS FLYING THE ACFT. THE ACFT TOUCHED DOWN ON THE RWY APRX 1584 FEET FROM THE APPROACH END AND AFTER A SHORT ROLL, THE LANDING GEAR WARNING HORN SOUNDED AND THE LEFT WING SETTLED TO THE GROUND. THE CREW ATTEMPTED TO RAISE THE WING AND THE ACFT SETTLED TO THE GROUND AND SLID 2190 FEET. POST CRASH EXAM REVEAL EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE LANDING GEAR PRIOR TO THE ACCIDENT. BOTH FLIGHT CREW MEMBERS STATED THAT THE GEAR HANDLE WAS IN THE DOWN POSITION AND THAT THE GEAR SAFE INDICATOR WAS ILLUMINATED AT THE TIME OF LANDING.

Brief of Accident (Continued)

File No. - 2753

12/07/84

HARRISON, AR

A/C Reg. No. N511SS

Time (Lc1) - 1410 CST

-----  
Occurrence            GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR - 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. - 2787      12/20/84      PEA RIDGE, AR      A/C Reg. No. N9229Y      Time (Lcl) - 1920 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - AERO COMMANDER 690A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 10250  
No. of Seats      - 11

Eng Make/Model      - GARRETT TPE3315251K  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 715 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- 060/005 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 800 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
BATON ROUGE, LA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - VOR/DME

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

FIELD MUNICIPAL-CARTER  
Runway Ident      - 19  
Runway Lth/Wid      - 6000/ 100  
Runway Surface      - ASPHALT  
Runway Status      - WET

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

Pilot-In-Command

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

Age - 24

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- UNK/NR	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	UNK/NR	Last 90 Days- 105
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS CLEARED FOR VOR/DME APPROACH TO ROGERS ARPT BY FAYETTEVILLE APCH CONTROL; FAYETTEVILLE ALTIMETER SETTING OF 29.85 (CONFIRMED BY RECORDED TRANSCRIPT) FURNISHED. PLT DID NOT READ BACK. DURING APCH, ACFT IMPACTED TREES 25 FT AGL AT APRX 1320 FT MSL, 3 MILES SHORT OF ARPT. INVESTIGATION SHOWED PLT'S ALTIMETER SET AT 30.14 (ALTIMETER WOULD READ 290 FT HIGHER THAN ACFT ACTUAL ALTITUDE). PLT'S RECALL WAS THAT THE 30.14 SETTING WAS FURNISHED BY APCH CONTROL. PLT FURTHER STATED LAST RECALLED ALTITUDE READING WAS 1750 FT. APCH PLATE SHOWS 1700 FT MDA WITH ROGERS ALTIMETER SETTING; INCREASE MDA BY 100 FT IF USING FAYETTEVILLE SETTING.

Brief of Accident (Continued)

File No. - 2787

12/20/84

PEA RIDGE, AR

A/C Reg. No. N9229Y

Time (Lcl) - 1920 CST

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

Finding(s)

1. AIR/GROUND COMMUNICATIONS - INATTENTIVE - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
  3. ALTIMETER SETTING - INACCURATE - PILOT IN COMMAND
  4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  5. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
  6. TERRAIN CONDITION - HIGH VEGETATION
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2771

6/10/84

PAYSON, AZ

A/C Reg. No. N42FG

Time (Lcl) - 0740 MST

-----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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - CESSNA R172E  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - ACFT RADIO  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 010/010 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  
MESA, AZ  
Destination  
PAYSON, AZ

Airport Proximity  
ON AIRPORT

Airport Data

PAYSON  
Runway Ident - 24  
Runway Lth/Wid - 4900/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 58  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	6000
Last 24 Hrs	1
Make/Model	120
Last 30 Days	16
Instrument	400
Last 90 Days	50
Multi-Eng	1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO GIVE THE PVT PLT A RECURRENCE CHECKRIDE AS REQUIRED BY THE CIVIL AIR PATROL. THE COMMERCIAL RATED CHECK PLT IS NOT A CFI. ACCORDING TO THE CHECK PLT THE PVT PLT WAS ATTEMPTING A TOUCH AND GO LANDING. THE PVT PLT FLARED TOO HIGH, THE ACFT BOUNCED AND HE FAILED TO RAISE THE FLAPS WHEN GO-AROUND WAS INITIATED. ACFT BECAME AIRBORNE AT A HIGH ANGLE OF ATTACK AT A SLOW AIRSPEED. THE CHECK PLT TOOK CONTROL OF THE ACFT AND THE ACFT SETTLED TO THE GROUND OFF THE RWY. THE ACFT STRUCK AN EMBANKMENT AND A DITCH. THE WIND CONDITIONS AT THE TIME OF LANDING WERE GUSTY AND BLOWING AS A CROSSWIND IN RELATION TO THE LANDING RUNWAY.

Brief of Accident (Continued)

File No. - 2771

6/10/84

PAYSON, AZ

A/C Reg. No. N42FG

Time (Lc1) - 0740 MST

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

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - COPILOT
2. PROPER DESCENT RATE - NOT MAINTAINED - COPILOT
3. FLARE - MISJUDGED - COPILOT
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - COPILOT
5. SUPERVISION - INADEQUATE - CHECK PILOT

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

Finding(s)

6. ROTATION - PREMATURE - COPILOT
7. AIRSPEED - NOT ATTAINED - COPILOT
8. ALTITUDE - NOT ATTAINED - COPILOT
9. WEATHER CONDITION - UNFAVORABLE WIND
10. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
11. WEATHER CONDITION - GUSTS
12. REMEDIAL ACTION - DELAYED - CHECK PILOT
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - CHECK PILOT
14. STALL/MUSH - INADVERTENT - CHECK PILOT

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

Finding(s)

15. TERRAIN CONDITION - DIRT BANK
16. TERRAIN CONDITION - SNOW COVERED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7,8,10,14

Factor(s) relating to this accident is/are finding(s) 1,5,12,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2616

1/30/84

AVALON, CA

A/C Reg. No. N44GA

Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

Crew  
Pass

Fatal  
2  
4

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
0  
0

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

Make/Model - LEAR JET 24

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 13000

No. of Seats - 7

Eng Make/Model -

Number Engines - 2

Engine Type - UNK/NR

Rated Power - 2850 LBS THRUST

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/004 KTS

Visibility - 100.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SANTA ROSA, CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

CATALINA

Runway Ident - 22

Runway Lth/Wid - 3240/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI

SE LAND, ME LAND, SE SEA

Age - 37

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - LEAR 24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000

Make/Model- 1100

Instrument- UNK/NR

Multi-Eng - 5300

Last 24 Hrs - 1

Last 30 Days- 29

Last 90 Days- 95

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED ON A SALES DEMO FLT TO MONTEREY, CA WITH POTENTIAL BUYERS ABOARD. EN ROUTE, THE DESTINATION WAS CHANGED TO AVALON, CA. UNICOM ADVISED THE CREW OF THE WIND DIRECTION & SPEED ON DOWNWIND. WITNESSES REPORTED THE ACFT WAS SLIGHTLY HI ON FINAL, BUT SAID THE PLT CORRECTED THE ANGLE OF DESCENT. THE ACFT TOUCHED DOWN APRX 500' DOWN THE RWY, WHICH WAS CROWNED (SLOPED UPWARD FOR APRX THE 1ST 2000', THEN LEVELED OFF). THE CREW COULD NOT SEE THE END OF THE RWY AT TOUCHDOWN. THE THRUST REVERSERS WERE DEPLOYED APRX 1000' AFTER TOUCHDOWN. WITNESSES HEARD THE ENG SOUND INCREASE, THEN DECREASE, THEN INCREASE AGAIN AS THE ACFT WENT OFF THE RWY & OVER A 90' BLUFF. FIRE ERUPTED IMMEDIATELY. WITHIN 3 MIN, ARPT PSNL ARRIVED WITH FIREFIGHTING EQUIP, BUT THEY WERE NOT TRAINED AS FIREFIGHTERS & DID NOT TRY TO STOP THE FIRE FOR FEAR OF AN EXPLOSION. NO EVIDENCE OF A MECHANICAL FAILURE/MALFUNCTION WAS FOUND. FOUND L FLAP EXTENDED, L SPOILER RETRACTED & LOCKED, TIRE MARKS ON RWY. ESTIMATED GROSS WT: 11,500 LBS. COMPUTED LANDING DIST OVER A 50' OBSTCL: 3100'.

Brief of Accident (Continued)

File No. - 2616

1/30/84

AVALON, CA

A/C Reg. No. N44GA

Time (Lcl) - 1330 PST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. UNDETERMINED
2. FLIGHT TO ALTERNATE DESTINATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - DOWNHILL
9. AIRPORT FIRE/RESCUE SERVICE - INADEQUATE

----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. - 2752      5/28/84      PIRU,CA

A/C Reg. No. N608BC

Time (Lcl) - 1500 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      Crew  
NONE      Pass

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

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

Eng Make/Model      - LYCOMING AEIO-360-B4A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
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- 270/010 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  
SANTA PAULA,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)

ATP  
- NONE

Age - 52

Biennial Flight Review

Current      - YES  
Months Since      - 5  
Aircraft Type      - DC-10

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13352	Last 24 Hrs	- 1
Make/Model-	525	Last 30 Days-	66
Instrument-	1025	Last 90 Days-	168
Multi-Eng	- 11470		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS PERFORMING AEROBATIC MANUEVERS IN A DESIGNATED PRACTICE AREA AT AN ALTITUDE OF 2500 FT AGL. THE PLT STATED THAT HE PERFORMED A "TAIL SLIDE" MANEUVER AND THE ENGINE STOPPED WHICH "IS A NORMAL ENGINE RESPONSE FOR THE MANEUVER." THE PLT WAS UNABLE TO RESTART THE ENG AND MADE AN EMERGENCY LANDING IN DRY RIVERBED. DURING THE LANDING ROLL THE ACFT STRUCK A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2752

5/28/84

PIRU,CA

A/C Reg. No. N608BC

Time (Lcl) - 1500 PDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
4. STARTING PROCEDURE - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2755

5/28/84

BORON, CA

A/C Reg. No. N37V

Time (Lc1) - 1425 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - EIRIAVION OY PIK 20D  
Landing Gear - HULL  
Max Gross Wt - 750  
No. of Seats - 1

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

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

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

Weather Data

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

Wind Dir/Speed- 100/010 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CALIFORNIA CITY, CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BORAX

Runway Ident - 08

Runway Lth/Wid - 2800/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

NONE

Age - 51

Biennial Flight Review

Current - NO

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- 239

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-----

PLT STATED THAT WHILE SOARING A "HEAVY SINK" WAS ENCOUNTERED. HE ATTEMPTED TO REACH BORAX AIRPORT BUT WAS UNABLE TO AND LANDED IN TERRAIN 1/4 MILE WEST OF THE AIRPORT. LANCASTER, CA, FSS STATED PILOT REPORTS OF "MODERATE TURBULENCE" WERE RECEIVED THROUGHOUT THE DAY FOR THE ENTIRE AREA.

Brief of Accident (Continued)

File No. - 2755

5/28/84

BORON, CA

A/C Reg. No. N37V

Time (Lcl) - 1425 PDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
  2. WEATHER CONDITION - DOWNDRAFT
  3. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2756      5/29/84      ALAMEDA, CA      A/C Reg. No. N9421U      Time (Lc1) - 1653 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RED BLUFF, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NAS ALAMEDA, CA	NAS ALAMEDA
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 60
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 60
		Last 30 Days- 4
		Instrument- 2
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A ROUND-ROBIN FLT WITH AN EN ROUTE STOP AT RED BLUFF, CA. HE CONTINUED TO STATE THAT "IN THE EXCITEMENT OF DE-BRIEFING" AFTER LANDING AT RED BLUFF, THE ACFT WAS NOT REFUELED. TE PLT DEPARTED AND DID NOT REALIZE HIS LOW FUEL SITUATION UNTIL HE ARRIVED IN THE VICINITY OF ALAMEDA, CA, (INTENDED DESTINATION). THE PLT DECLARED AN EMERGENCY WITH THE TOWER AND SHORTLY THEREAFTER THE ENG QUIT. THE PLT MADE AN EMERGENCY LANDING APRX 2 MILES FROM THE ARPT AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2756

5/29/84

ALAMEDA, CA

A/C Reg. No. N9421U

Time (Lc1) - 1653 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION
7. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
8.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2770      6/09/84      KERNVILLE, CA

A/C Reg. No. N2650Q

Time (Lcl) - 1935 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

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

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

Make/Model    - PIPER PA-28R-201T  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2150  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL TS10-360-F  
Number Engines - 1  
Engine Type    - TURBOPROP  
Rated Power    - 200 HP

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

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

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed - 300/009 KTS  
Visibility     - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision - NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
KERNVILLE, CA  
Destination  
VAN NUYS, CA

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

KERNVILLE  
Runway Ident    - 17  
Runway Lth/Wid - 3500/ 60  
Runway Surface   - ASPHALT  
Runway Status   - DRY

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

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

Age - 31  
Biennial Flight Review  
Current        - YES  
Months Since   - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 725      Last 24 Hrs - UNK/NR  
Make/Model - 500      Last 30 Days - 12  
Instrument - 131     Last 90 Days - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT ATTEMPTED TO TAKEOFF WITH ACFT NEAR MAX GROSS WEIGHT. THE DENSITY ALT WAS CALCULATED TO BE 5000 FT. ACCORDING TO THE PERFORMANCE CHARTS, THE ACFT WOULD HAVE USED APRX 5000 FT FOR TAKEOFF. THE DEPARTURE RUNWAY WAS 3500 FEET LONG. THE PLT ATTEMPTED TAKEOFF BUT ABORTED WHEN THE ACFT WOULD NOT FLY AT A ROTATION SPEED OF 70 KTS. THE PLT USED MAX BRAKING BUT WAS UNABLE TO STOP THE ACFT BEFORE IT RAN OFF THE END OF THE RWY AND COLLIDED WITH AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 2770

6/09/84

KERNVILLE, CA

A/C Reg. No. N2650Q

Time (Lc1) - 1935 PDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. LIFT-OFF - NOT POSSIBLE - PILOT IN COMMAND
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2664

8/20/84

LIVERMORE, CA

A/C Reg. No. N8530X

Time (Lcl) - 1809 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 P172D  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2500  
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-O2J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
LIVERMORE, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - 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	- 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-----

ACCORDING TO THE PLT, THE ACFT LANDED HARD AND PORPOISED SEVERAL TIMES BEFORE THE LANDING WAS ABORTED. THE SECOND LANDING WAS UNEVENTFUL. SUBSEQUENT INSPECTION OF THE ACFT REVEALED THAT BOTH WINGS AND THE FUSELAGE WERE BUCKLED AND THE LOWER ENGINE MOUNTS WERE FRACTURED.

Brief of Accident (Continued)

File No. - 2664

8/20/84

LIVERMORE,CA

A/C Reg. No. N8530X

Time (Lc1) - 1809 PDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
3. ABORTED 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2740

8/22/84

VISTA,CA

A/C Reg. No. N8451V

Time (Lcl) - 2204 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	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-D3G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- 200/002 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - BROKEN  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
OCEANSIDE,CA  
Destination  
HEMET,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - PA-28

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

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A STATEMENT FROM THE PASSENGER WHO INITIALLY SURVIVED, THE ACFT ENCOUNTERED FOG SHORTLY AFTER TAKEOFF AND THE PLT WAS ATTEMPTING TO HEAD INLAND TO GET OUT OF THE FOG BY REFERENCE TO STREET LIGHTS. SHORTLY THEREAFTER, WHILE IN A CLIMB, GROUND REFERENCE WAS LOST, FOLLOWED BY COLLISION WITH RISING TERRAIN.

Brief of Accident (Continued)

File No. - 2740

8/22/84

VISTA,CA

A/C Reg. No. N8451V

Time (Lcl) - 2204 PDT

---

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  4. WEATHER CONDITION - LOW CEILING
  5. WEATHER CONDITION - FOG
  6. LIGHT CONDITION - DARK NIGHT
- 

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

Finding(s)

7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,8.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2749      8/26/84      TRUCKEE, CA      A/C Reg. No. N3573X      Time (Lcl) - 1530 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	- PERSONAL	Fire		0	0	0	1
Flight Conducted Under	- 14 CFR 91						
Accident Occurred During	- DESCENT	NONE		0	0	0	1
		Crew					
		Pass					

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/012 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 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;">ELKO, NV</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>TRUCKEE-TAHOE</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 3700/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 111
SE LAND	Months Since - 11	Make/Model- 87
	Aircraft Type - PA-28	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHE ROTATED THE ACFT AT 65 KTS AND THE ACFT LIFTED OFF AT 70 KTS. SHORTLY AFTER LIFTOFF THE ACFT VEERED TO THE LEFT AND THE STALL WARNING HORN ACTIVATED. THE PLT LOWERED THE PITCH ATTITUDE, THE ACFT BEGAN TO SETTLE AND THE RIGHT MAIN LANDING GEAR STRUCK A TREE STUMP. THE DENSITY ALTITUDE WAS COMPUTED TO BE 8200 FEET. THE ACFT WEIGHT WAS CALCULATED TO BE APPROXIMATELY 383 LBS BELOW MAX GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 2749

8/26/84

TRUCKEE, CA

A/C Reg. No. N3573X

Time (Lc1) - 1530 PDT

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

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. ROTATION - PREMATURE - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2662      9/02/84      SAN JOSE, CA      A/C Reg. No. N29484      Time (Lcl) - 1731 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -MAINT TEST  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPRDACH

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model      - PIPER PA-28-161  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2325  
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      - 310/008 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAN JOSE, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

REID-HILLVIEW  
Runway Ident      - 31  
Runway Lth/Wid      - 3000/ 75  
Runway Surface      - CONCRETE  
Runway Status      - ICE COVERED

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

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

Age      - 62  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3798  
Last 24 Hrs      - 1  
Make/Model      - 23  
Last 30 Days      - 10  
Instrument      - 25  
Last 90 Days      - 34  
Multi-Eng      - 750

Instrument Rating(s)      - NONE

-----Narrative-----

AT 100 TO 150 FT AGL ENG RPM DECREASED TO ABOUT 1,500. A TURN BACK TO THE ARPT WAS INITIATED. ON SHORT FINAL THE LEFT WINGTIP STRUCK A FENCE CAUSING THE ACFT TO CARTWHEEL TO A STOP ON ARPT PROPERTY. ENG EXAM REVEALED THAT THE #2 CYL WAS DEVELOPING NO COMPRESSION DUE TO A WARPED INTAKE VALVE.

Brief of Accident (Continued)

File No. - 2662

9/02/84

SAN JOSE,CA

A/C Reg. No. N29484

Time (Lcl) - 1731 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,VALVE - LEAK
  2. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION
  3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - FENCE
- 

-----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. - 2663

9/03/84

VAN NUYS,CA

A/C Reg. No. N3673L

Time (Lcl) - 1832 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire  
NONE

Accident Occurred During -LANDING

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

Make/Model - GREAT LAKES 2T-1A-2

Eng Make/Model - LYCOMING AE10-360

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 - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/010 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SANTA MONICA,CA

Destination

VAN NUYS,CA

Airport Proximity  
ON AIRPORT

Airport Data

VAN NUYS

Runway Ident - 34R

Runway Lth/Wid - 4000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1047 Last 24 Hrs - 8

Make/Model- 35 Last 30 Days- UNK/NR

Instrument- 79 Last 90 Days- 317

Multi-Eng - 128

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE THIRD TOUCH & GO LANDING THE CERTIFICATED PLT RECEIVING DUAL INSTRUCTION WAS AT THE CONTROLS WHEN DIRECTIONAL CONTROL WAS TEMPORARILY LOST. THE CFI IN THE FRONT COCKPIT REGAINED CONTROL. SHORTLY THEREAFTER THE PLT UNDER INSTRUCTION APPLIED HEAVY BRAKING CAUSING THE ACFT TO NOSE OVER COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2663

9/03/84

VAN NUYS, CA

A/C Reg. No. N3673L

Time (Lcl) - 1832 PDT

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Occurrence            NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND(CFI)
3. ICE/FROST REMOVAL FROM AIRCRAFT - EXCESSIVE - DUAL STUDENT
4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2660      11/09/84      INVERNESS,CA      A/C Reg. No. N2917W      Time (Lcl) - 1600 PST

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	INVERNESS,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 225/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6021
NONE	Months Since - 9	Make/Model- 2855
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 453
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 240
		Rotorcraft - 6021

Instrument Rating(s) - HELICOPTER

-----Narrative-----

AN AUTOROTATION WAS INITIATED AT ABOUT 300 FT AS ENG AND ROTOR RPM BEGAN TO DECREASE. TOUCHDOWN OCCURRED IN SOFT SAND WITH SOME FORWARD MOTION. FULL AFT CYCLIC WAS APPLIED CAUSING THE MAIN ROTOR TO CONTACT THE TAILBOOM. EXAM OF THE ACFT FUEL SYSTEM REVEALED APRX 2/3 QUART OF WATER IN THE FUEL FILTER AND A SUBSTANTIAL AMOUNT OF WATER IN THE FUEL PUMP. ABOUT 1/2 GAL OF WATER WAS CONTAINED IN THE FUEL DRUM FROM WHICH THE HELICOPTER HAD JUST BEEN SERVICED.

Brief of Accident (Continued)

File No. - 2660

11/09/84

INVERNESS,CA

A/C Reg. No. N2917W

Time (Lc1) - 1600 PST

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

Phase of Operation      CLIMB

Finding(s)

1. FLUID,FUEL - WATER
2. FLUID,FUEL - CONTAMINATION
3. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SOFT
6. REMEDIAL ACTION - ATTEMPTED - 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. - 2661      11/17/84      OJAI, CA      A/C Reg. No. N704ZC      Time (Lcl) - 1530 PST

-----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 -MANEUVERING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA PAULA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	
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)
PRIVATE	Current - YES	Total - 252
SE LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 133
		Last 30 Days- 15
		Instrument- 20
		Last 90 Days- 25

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE SIMULATING EMERG PROCEDURES THE PLT ADDED POWER AND BEGAN A 180 DEG TURN TO AVOID COLLIDING WITH TREES. DURING THE TURN THE RIGHT WING TIP STRUCK THE RISING TERRAIN CAUSING THE ACFT TO CARTWHEEL TO THE GROUND INVERTED.

Brief of Accident (Continued)

File No. - 2661

11/17/84

OJAI, CA

A/C Reg. No. N704ZC

Time (Lcl) - 1530 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - RISING

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2659      11/19/84      TULELAKE,CA      A/C Reg. No. N5689K      Time (Lcl) - 1300 PST

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

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-AB36D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

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

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 84
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS CONDUCTING TOUCH AND GO LANDINGS ON A ROAD WHEN THE LEFT WING STRUCK A 4X4 IN WOODEN SPEED LIMIT SIGN POST.

Brief of Accident (Continued)

File No. - 2659

11/19/84

TULELAKE, CA

A/C Reg. No. N5689K

Time (Lcl) - 1300 PST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2657      12/03/84      LANCASTER,CA      A/C Reg. No. N7606P      Time (Lcl) - 1645 PST

-----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	2
Accident Occurred During -LANDING					

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

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TS10-520-P	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FIREBAUGHT,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	EL MONTE,CA	GEN WM. J. FOX
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5001/ 150
Lowest Sky/Clouds - 3000 FT	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 760
SE LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 89
		Instrument- 115
		Last 30 Days- 9
		Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT ELECTED TO MAKE A PRECAUTIONARY LANDING AT LANCASTER DUE TO A LOW FUEL STATE. ENG QUIT WHILE ON DOWNWIND IN TRAFFIC PATTERN. UNABLE TO MAKE IT TO THE RWY, AN OFF ARPT LANDING WAS MADE DURING WHICH THE ACFT WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2657

12/03/84

LANCASTER, CA

A/C Reg. No. N7606P

Time (Lc1) - 1645 PST

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

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
  3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
  4. FLUID, FUEL - EXHAUSTION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2723      12/12/84      GORMAN, CA      A/C Reg. No. N26131      Time (Lcl) - 1821 PST

-----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 1	0	0	0
Accident Occurred During -CRUISE					

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

Make/Model - GRUMMAN AMERICAN AA-5A	Eng Make/Model - LYCOMING O-320-E26	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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	YUMA, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LEMOORE NAS, CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1896
SE LAND	Months Since - 19	Make/Model- 117
	Aircraft Type - UNK/NR	Instrument- 310
		Multi-Eng - 4
		Last 24 Hrs - 2
		Last 30 Days- 18
		Last 90 Days- 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A NIGHT X-COUNTRY FLT. WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION, A SEARCH WAS INITIATED. ON 12/12/84, THE PLANE WAS FOUND WHERE IT HAD IMPACTED AN AREA OF RISING TERRAIN WHILE APPROACHING THE TEHACHAPI MOUNTAINS. IMPACT OCCURRED ON A RELATIVELY FLAT AREA AT AN ELEVATION OF 4250 FT WHILE THE ACFT WAS IN A WINGS LEVEL, TAIL LOW ATTITUDE & ON A HEADING OF 336 DEG. FROM 1/2 TO 2 MI WEST OF THE ACCIDENT SITE, THE TERRAIN ROSE RAPIDLY TO 6700 FT. THE AREA WINDS ALOFT AT 9000 & 12,000 FT WERE FORECAST TO BE FROM 333 DEG AT 45 KTS & 320 DEG AT 54 KTS, RESPECTIVELY. NO EVIDENCE OF A PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2723

12/12/84

GORMAN, CA

A/C Reg. No. N26131

Time (Lc1) - 1821 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - NIGHT
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - HIGH WIND
6. WEATHER CONDITION - MOUNTAIN WAVE
7. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2724      6/26/84      RED FEATHER LAK,CO      A/C Reg. No. N5096R      Time (Lcl) - 1416 MDT

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2658	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RD FTHRS LAKE/C,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GREELEY,CO	Runway Ident - N/A
Wind Dir/Speed- 315/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 524
SE LAND	Months Since - 21	Make/Model- 17
	Aircraft Type - UNK/NR	Instrument- 42
		Multi-Eng - 9
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT DEPARTED DOWNWIND INTO RISING TERRAIN WITH DENSITY ALTITUDE CALCULATED TO BE 10,935 FT. ACFT WAS OBSERVED TO MUSH INTO RISING TERRAIN 300 FT HIGHER THAN AND 3 MI WEST OF THE RWY.

Brief of Accident (Continued)

File No. - 2724

6/26/84

RED FEATHER LAK,CO

A/C Reg. No. N5096R

Time (Lc1) - 1416 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
  5. TERRAIN CONDITION - RISING
  6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2746

7/06/84

BRIGHTON, CO

A/C Reg. No. N32079

Time (Lcl) - 0945 MDT

-----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 - WACO UPF-7  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2650  
No. of Seats - 2

Eng Make/Model - CONTINENTAL W-670-6A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 165 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- 070/004 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
AURORA, CO  
Destination  
ERIE, CO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 54  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - N2S

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1114  
Make/Model- UNK/NR  
Instrument- 245  
Last 24 Hrs - UNK/NR  
Last 30 Days- 9  
Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED CASPER, WY, AT 0500 WITH FULL FUEL TANKS. AT 0807 THE PLT LANDED AT AN AIR NATIONAL GUARD BASE BUT DECLINED TO REFUEL AND DEPARTED AT 0918. ONLY A TRACE OF FUEL WAS FOUND IN THE ACFT WRECKAGE. THE ACFT HAD BEEN ALOFT 3 HOURS AND 34 MINUTES. THE PREVIOUS OWNER OF THE ACFT INDICATED THAT THE ENG BURNED APPROXIMATELY 15 GPH. THE TOTAL USEABLE FUEL CAPACITY IS 48 GALLONS. THE PLT TOLD THE AIRPLANE'S PREVIOUS OWNER THAT HE HAD GOTTEN LESS THAN 3 HOURS OF SLEEP THE NIGHT BEFORE THE FLT. THE PLT DECLINED A CHECKOUT IN THE ACFT PRIOR TO THE FLT AND HAD NO PREVIOUS FLT TIME IN THE WACO.

Brief of Accident (Continued)

File No. - 2746

7/06/84

BRIGHTON, CO

A/C Reg. No. N32079

Time (Lc1) - 0945 MDT

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

Finding(s)

1. AIRCRAFT SERVICE - NOT PERFORMED - PILOT IN COMMAND
2. REFUELING - DELAYED - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. IMPROPER DECISION, FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
6. IMPROPER DECISION, CORRECTING LENSES NOT WORN - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

7. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
9. - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - GROUND
11. TERRAIN CONDITION - OPEN FIELD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8

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. - 2708      7/12/84      PEETZ,CO      A/C Reg. No. N6484Z      Time (Lcl) - 0730 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

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

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 133  
Accident Occurred During -DESCENT

DESTROYED  
ON GROUND

Crew  
Pass

-----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- 255/006 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
STERLING,CO  
Destination  
PEETZ,CO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND  
HELICOPTER

Age - 33

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	950	Last 24 Hrs -	8
Make/Model-	650	Last 30 Days-	90	
Instrument-	42	Last 90 Days-	123	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT HAD COMPLETED SPRAYING AROUND FARM BUILDINGS FOR INSECT CONTROL. ON FIRST PASS IN CROP AREA, THE ACFT WAS OBSERVED TO PULL UP OVER PWR LINES AT END OF SWATH RUN BUT COLLIDED WITH OVERHEAD GROUND WIRE AT TOP OF MULTI-WIRE ARRAY. ACFT THEN COLLIDED WITH GROUND IN UNCONTROLLED FLIGHT. PLT HAD PERFORMED A GROUND SURVEY OF THE AREA PRIOR TO FLIGHT.

Brief of Accident (Continued)

File No. - 2708

7/12/84

PEETZ,CO

A/C Reg. No. N6484Z

Time (Lcl) - 0730 MDT

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

Finding(s)  
1. CLEARANCE - MISJUDGED - PILOT IN COMMAND  
2. OBJECT - WIRE,STATIC  
-----

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2700      12/15/84      NUCLA,CO      A/C Reg. No. N2193Y      Time (Lc1) - 1230 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Crew  
Pass

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

Make/Model      - PIPER PA-28RT-201  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL TSIO-360-FB  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
EL TORO,CA  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

HOPKINS-MONTROSE CO.  
Runway Ident      - 23  
Runway Lth/Wid      - 4600/ 75  
Runway Surface      - ASPHALT  
Runway Status      - ICE COVERED

Wind Dir/Speed- 270/003 KTS

Visibility      - 20.0 SM

Lowest Sky/Clouds      - 1000 FT SCATTERED

Lowest Ceiling      - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance      - NONE

Type Apch/Lndg      - GO AROUND

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND

Age - 27

Biennial Flight Review

Current      - YES

Months Since      - 5

Aircraft Type      - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1700

Make/Model- 10

Instrument- 321

Multi-Eng - 750

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, AFTER LANDING ON CENTERLINE BRAKES WERE APPLIED AND ICE ON THE RWY CAUSED THE ACFT TO VEER LEFT. AN ABORT WAS INITIATED BUT REALIZING THAT THE ACFT WAS GOING OFF THE SIDE OF THE RWY THE PLT SECURED THE ENG. THE NOSE GEAR COLLAPSED AS THE ACFT ROLLED INTO A SNOW BANK. OTHER ACFT LANDED SAFELY SHORTLY BEFORE AND AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2700

12/15/84

NUCLA,CO

A/C Reg. No. N2193Y

Time (Lcl) - 1230 MST

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

Finding(s)

1. WEATHER CONDITION - SNOW
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
4. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. ABORTED LANDING - INITIATED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

8. 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) 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. - 2721      9/03/84      MADISON,CT      A/C Reg. No. N11SU      Time (Lcl) - 1100 EDT

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

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

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

Make/Model	- CESSNA 305A	Eng Make/Model	- CONTINENTAL O-470-11B	ELT Installed/Activated	- NO -N/A
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	- 213 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- N/A
Condition of Light	Type Apch/Lndg	Runway Status
	- FORCED LANDING	

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

Pilot-In-Command	Age - 66	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current	- YES	Total
SE LAND,ME LAND,SE SEA,ME SEA	Months Since	- 2	- 10365
HELICOPTER ,GLIDER	Aircraft Type	- UNK/NR	Make/Model
			- 1
			Instrument
			- 1481
			Multi-Eng
			- 5400
			Last 24 Hrs
			- 2
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 248
			Rotorcraft
			- 31

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

PURPOSE OF FLT WAS FAM IN THIS MAKE/MODEL FOR FRONT SEAT PLT BY REAR SEAT CHECK-OUT PLT. PREFLIGHT FUEL QUANTITY WAS CHECKED BY REF TO GAGES ONLY. LEFT TANK READ 1/2 FULL. NEITHER PLT RECALLED RT TANK READING. AFTER TAKEOFF, AT ABOUT 150 FT, COMPLETE PWR LOSS OCCURRED. CHECK PLT UNBUCKLED RESTRAINT SYSTEM, MOVED FWD TO SWITCH FUEL TANK SELECTOR (ORIGINAL POSITION NOT SPECIFIED) AND TURN ON FUEL BOOST PUMP, BOTH ITEMS ACCESSABLE TO FRONT SEAT PLT, WHO INITIATED A TURN BACK TO THE AIRPORT. INSUFFICIENT ALTITUDE REMAINED TO COMPLETE MANEUVER. ACFT WAS FORCE LANDED IN SMALL TREES AND SHRUBS.

Brief of Accident (Continued)

File No. - 2721

9/03/84

MADISON,CT

A/C Reg. No. N11SU

Time (Lcl) - 1100 EDT

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

Finding(s)

1. UNDETERMINED
2. FUEL TANK SELECTOR POSITION - ATTEMPTED - CHECK PILOT
3. FUEL BOOST PUMP SELECTOR POSITION - ATTEMPTED - CHECK PILOT
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - CHECK PILOT

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - 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) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2748      9/19/84      DURHAM,CT      A/C Reg. No. N7456H      Time (Lcl) - 1440 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - PIPER J-3  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
No. of Seats      - 2

Eng Make/Model      - LYCOMING A-65-8  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 10000 FT  
Lowest Ceiling      - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WATERFORD,CT  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

MAPLEWOOD FARM  
Runway Ident      - UNK/NR  
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,ME LAND,SE SEA

Age - 40  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 534      Last 24 Hrs - 2  
Make/Model- 317      Last 30 Days- UNK/NR  
Instrument- 43      Last 90 Days- 71  
Multi-Eng - 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO LAND ON A GRASS STRIP. THE WIND WAS REPORTED TO BE FROM 270 DEGREES AT 10 KTS. THE PLT STATED THAT HE EXPERIENCED A CHANGE IN WIND DIRECTION AND A GUST. THE ACFT THEN VEERED AND COLLIDED WITH A STONE WALL.

Brief of Accident (Continued)

File No. - 2748

9/19/84

DURHAM,CT

A/C Reg. No. N7456H

Time (Lcl) - 1440 EDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - OBJECT

-----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. - 2743      10/03/84      WATERBURY,CT

A/C Reg. No. N83665

Time (Lcl) - 1330 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      -TAKEOFF

Fire      Crew  
NONE      Pass

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

Make/Model      - PIPER PA-18-150  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1750  
No. of Seats      - 2

Eng Make/Model - LYCOMING O-320-A2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - 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- 210/015 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

WATERBURY  
Runway Ident      - 17  
Runway Lth/Wid      - 2037/ 150  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 22

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1171
Last 24 Hrs	1
Last 30 Days	UNK/NR
Last 90 Days	251
Make/Model	20
Instrument	10
Multi-Eng	9

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LIFTOFF, THE PLT INITIATED A TURN INTO THE CROSSWIND TO MAINTAIN RUNWAY HEADING. AS HE DID SO, A WIND GUST TIPPED THE ACFT IN THE DIRECTION OF THE TURN. GROUND CONTACT OCCURRED BEFORE CORRECTIVE CONTROL INPUTS BY THE PLT COULD TAKE EFFECT.

Brief of Accident (Continued)

File No. - 2743

10/03/84

WATERBURY,CT

A/C Reg. No. N83665

Time (Lc1) - 1330 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS

-----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. - 2783      11/04/84      OXFORD,CT      A/C Reg. No. N38996      Time (Lcl) - 1110 EST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MILLBROOK,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WATERBURY
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1999/ 75
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 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 - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 193
SE LAND	Months Since - 24	Make/Model- 191
	Aircraft Type - UNK/NR	Instrument- 20
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ENTERING THE TRAFFIC PATTERN FOR THE SELECTED RUNWAY, PLT WAS INFORMED OF SURFACE WIND CONDITIONS AND ELECTED TO CONTINUE AND EXECUTE A DOWNWIND LANDING. UPON TOUCHDOWN, PLT RAISED FLAPS TO ASSIST BRAKING ACTION. DURING ROLL-OUT THE PLT DECIDED INSUFFICIENT RUNWAY REMAINED FOR A SAFE STOP AND ADDED POWER FOR A GO-AROUND. HE THEN REALIZED THAT A GO-AROUND WAS NOT POSSIBLE, CLOSED THE THROTTLE AND LOCKED THE BRAKES. THE ACFT CONTINUED BEYOND THE RUNWAY ONTO A ROUGH DOWNSLOPE. ACFT DOWNHILL PROGRESS WAS ARRESTED BY CONTACT WITH BRUSH.

Brief of Accident (Continued)

File No. - 2783

11/04/84

OXFORD,CT

A/C Reg. No. N38996

Time (Lc1) - 1110 EST

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Occurrence            OVERRUN  
Phase of Operation    LANDING

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  2. WEATHER CONDITION - TAILWIND
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. GO-AROUND - INITIATED - PILOT IN COMMAND
  5. ABORT - ATTEMPTED - PILOT IN COMMAND
  6. TERRAIN CONDITION - DOWNHILL
  7. TERRAIN CONDITION - HIGH VEGETATION
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2675      11/05/84      GROTON, CT      A/C Reg. No. N62561      Time (Lc1) - 0850 EST

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

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

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

Make/Model - BEECH BE-55E	Eng Make/Model - CONTINENTAL IO-520-6B	ELT Installed/Activated - YES/NO
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 - 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	FARMINGDALE, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	GROTON
Wind Dir/Speed- 120/015 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - THIN BKN	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3033
SE LAND, ME LAND	Months Since - 18	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 451
		Instrument- 391
		Last 30 Days- UNK/NR
		Last 90 Days- 110
		Multi-Eng - 730

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT BROKE OUT OF THE 300 OVERCAST LAYER THE PLT SAW BIRDS FLYING OFF OF THE RWY THRESHOLD. DUE TO IFR CONDITIONS AND LOW ALTITUDE THE PLT ELECTED NOT TO GO AROUND. THE TOWER ADVISED THE PLT OF THE BIRDS ON 2 MILE FINAL ON THE ILS APCH.

Brief of Accident (Continued)

File No. - 2675

11/05/84

GROTON, CT

A/C Reg. No. N62561

Time (Lc1) - 0850 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. UNSAFE/HAZARDOUS CONDITION WARNING - ISSUED - ATC PSNL(LCL/GND/CLNC)
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. OBJECT - BIRD(S)

-----  
----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) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2789      11/25/84      MADISON,CT      A/C Reg. No. N89929      Time (Lcl) - 1235 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	3
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
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WHITE PLAINS,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GRISWOLD
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 7.0 SM	Type of Flight Plan -	Runway Lth/Wid - 1863/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 182
SE LAND	Months Since - 1	Make/Model- 11
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT AS HE LOWERED NOSE GEAR TO RUNWAY FOLLOWING INITIAL TOUCHDOWN ON MAINS, ACFT NOSE CONTINUED TO DROP. CONTROL INPUTS WERE NOT EFFECTIVE. INVESTIGATION REVEALED THE NOSE GEAR ASS'Y FAILED IN OVERLOAD. BASED ON FUEL REMAINING ON BOARD AND WITNESSES ESTIMATES OF OCCUPANT WEIGHTS, ACFT WAS APRX 250 POUNDS OVER MAX GROSS WEIGHT WITH AN AFT CENTER OF GRAVITY ON LANDING.

Brief of Accident (Continued)

File No. - 2789

11/25/84

MADISON, CT

A/C Reg. No. N89929

Time (Lcl) - 1235 EST

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

Finding(s)

1. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - DETERIORATED
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - REDUCED -
4. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. 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) 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. - 2785      12/02/84      MERIDEN,CT      A/C Reg. No. N7453P      Time (Lc1) - 1755 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	0	1
Pass	0	0	0	3

-----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-A1A5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      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  
NEW HAVEN,CT  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MERIDEN  
Runway Ident      - 36  
Runway Lth/Wid      - 3058/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 5099	Last 24 Hrs - 2
Make/Model-	1510	Last 30 Days- UNK/NR
Instrument-	30	Last 90 Days- 75
Multi-Eng -	6	

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE, PLT HEARD AN ABNORMAL SOUND FROM THE LEFT SIDE OF THE ENGINE COMPARTMENT AND HAVING HAD PREVIOUS PROBLEMS WITH THE NEWLY-INSTALLED ENGINE, ELECTED TO MAKE A PRECAUTIONARY LANDING AT A NEARBY ARPT TO INVESTIGATE. PLT STATED HE LANDED LONG AND WAS UNABLE TO STOP THE ACFT BEFORE RUNNING OFF THE END OF THE PREPARED SURFACE. SUBSTANTIAL DAMAGE TO THE UNDERCARRIAGE ATTACH FITTING WAS INCURRED DUE TO ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 2785

12/02/84

MERIDEN,CT

A/C Reg. No. N7453P

Time (Lcl) - 1755 EST

Occurrence            OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2731 11/05/84 MIAMI,FL

A/C Reg. No. N25575

Time (Lcl) - 1515 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED  
Fire  
NONE

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

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

Make/Model - CESSNA C-152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
HOMESTEAD,FL  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Wind Dir/Speed- 260/008 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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 - 35  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 235  
Make/Model- 127  
Instrument- 26  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 800 FT MSL THE PLT STATD THAT THE ENG SPUTTERED AND LOST ALL PWR AS HE OPENED THE THROTTLE. DURING THE ENSUING FORCED LANDING THE PLT VEERED TO THE LEFT BECAUSE OF A BLDG LOCATED AT THE END OF THE FIELD. THE ACFT COLLIDED WITH TREES. AN ENG EXAM AND RUNUP REVEALED NO PREIMPACT MALFUNCTION OR FAILURES. WX CONDITION WERE CONDUCTIVE TO CARB INCING.

Brief of Accident (Continued)

File No. - 2731

11/05/84

MIAMI, FL

A/C Reg. No. N25575

Time (Lcl) - 1515 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. ANTI-ICE/DE-ICE SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
  3. FUEL SYSTEM, CARBURETOR - ICE
- 

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

-----

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) 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. - 2768      11/06/84      OCALA,FL      A/C Reg. No. N1703H      Time (Lcl) - 1609 EST

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

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

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

Make/Model - CESSNA 310C	Eng Make/Model - CONTINENTAL IO-470-D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4830	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	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	OCALA,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1000
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STARTED ITS GROUND RUN AND UPON ENCOUNTERING A DIP IN THE RWY, THE ACFT BECAME AIRBORNE. THE ENGINES LOST POWER SHORTLY THEREAFTER AND THE ACFT COLLIDED THAT A FENCE AND HAY BALES. THE ACFT OWNER STATED THAT THE PLT (A PROSPECTIVE BUYER OF THE ACFT) DID NOT HAVE PERMISSION TO FLY THE ACFT. POST CRASH EXAM OF THE ACFT REVEALED THAT THERE WAS NEGLIGIBLE FUEL ON BOARD THE ACFT.

Brief of Accident (Continued)

File No. - 2768

11/06/84

OCALA,FL

A/C Reg. No. N1703H

Time (Lc1) - 1609 EST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
  2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
  3. FLUID,FUEL - EXHAUSTION
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  5. ROTATION - PREMATURE - PILOT IN COMMAND
- 

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

Finding(s)

6. OBJECT - FENCE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2763      11/16/84      STUART, FL      A/C Reg. No. N77517      Time (Lc1) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	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	- PIPER J3C-65	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 75 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	STUART, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 080/005 KTS	ATC/Airspace	- N/A
Visibility	- 10.0 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 - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total
SE LAND,ME LAND,SE SEA,ME SEA	Months Since	- 8	- 13570
HELICOPTER ,GLIDER	Aircraft Type	- UNK/NR	Make/Model-
			800
			Multi-Eng - 4000
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- 78
			Rotorcraft - 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS FLYING AT LOW LEVEL OVER WATER TO FILM A TV COMMERCIAL. PLT PUSHED THROTTLE IN FOR ADDITIONAL PWR BUT ENGINE DID NOT RESPOND. FULL THROTTLE WAS APPLIED WITH NO RESPONSE FROM THE ENG. PLT STATED THAT THERE WAS INSUFFICIENT PWR TO MAINTAIN LEVEL FLT. PLT DITCHED ACFT, ACFT SANK. POST CRASH EXAM REVEALED ADEL CLAMP ON THROTTLE CABLE WAS LOOSE WHICH CAUSED THE CABLE TO FLEX WITHOUT MOVING THROTTLE ARM ON THE CARB.

Brief of Accident (Continued)

File No. - 2763

11/16/84

STUART, FL

A/C Reg. No. N77517

Time (Lc1) - 1230 EST

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

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - LOOSE
  2. THROTTLE/POWER CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  3. THROTTLE/POWER LEVER, LINKAGE - PREVIOUS DAMAGE
  4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

6. WHEELS DOWN LANDING IN WATER - 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. - 2744      11/17/84      FELLSMERE, FL      A/C Reg. No. N3704E      Time (Lcl) - 0930 EST

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

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

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

Make/Model	- PIPER PA-36-300	Eng Make/Model	- LYCOMING IO-540-K1G5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	FELLSMERE, FL
Completeness	- N/A	Destination
Basic Weather	- VMC	UNK/NR
Wind Dir/Speed	- 350/005 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 3500 FT SCATTERED	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- UNK/NR	- NONE

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 949	Last 24 Hrs - 2
SE LAND	Months Since - 14	Make/Model - 113	Last 30 Days - 15
	Aircraft Type - C-172RG	Instrument - 44	Last 90 Days - 26

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS COMPLETING DOWNWIND TURN WHEN ACFT BEGAN TO SETTLE. PLT FAILED TO USE FULL POWER OR JETTISON THE CHEMICAL LOAD. AS AIRSPEED FELL BELOW MINIMUM STEADY STATE CONTROL SPD, ACFT MUSHED INTO GRND.

Brief of Accident (Continued)

File No. - 2744

11/17/84

FELLSMERE, FL

A/C Reg. No. N3704E

Time (Lc1) - 0930 EST

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

Finding(s)

- 1.. AIRCRAFT PERFORMANCE, ROLLING MANEUVERS - LOSS, PARTIAL
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. POWERPLANT CONTROLS - NOT USED - PILOT IN COMMAND
4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT -

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2690      11/18/84      PEMBROKE PINES, FL      A/C Reg. No. N2443G      Time (Lcl) - 1141 EST

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

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

-----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 - NO
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NORTH PERRY
Wind Dir/Speed- 130/014 KTS	ATC/Airspace	Runway Ident - 09R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 537
SE LAND, ME LAND	Months Since - 2	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 77
		Multi-Eng - 11
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 183

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD RECENTLY BEEN CHECKED OUT ON BANNER TOWING OPERATIONS & WAS ON HIS 5TH BANNER TOWING FLT. AFTER TAKING OFF FROM RWY 9R, HE TURNED LEFT, CROSSED TO THE LEFT OF RWY 9L TO A LEFT DOWNWIND & INTENDED TO CONTINUE IN A LEFT PATTERN FOR A BANNER PICK-UP NEAR THE APCH END OF RWY 9L. AS HE WAS PROCEEDING WEST BOUND AT ABOUT 100 FT AGL & 50 MPH, THE ACFT REPORTEDLY BEGAN TO SETTLE. THE PLT STATED THAT THE ENG LOST POWER, BUT HE COULD NOT RECALL WHAT HAD HAPPENED AFTER THAT. ACCORDING TO WITNESSES, THE ACFT WAS TRAVELING WESTBOUND WHEN IT ENTERED A SHALLOW LEFT BANK, THEN REVERSED TO A STEEP RIGHT BANK & CRASHED IN A STEEP DESCENT. ONE WITNESS REPORTED THAT THE ACFT WAS PROCEEDING IN AN UNUSUALLY NOSE HIGH ATTITUDE, THEN APPEARED TO STALL. DURING A TEARDOWN OF THE ENG, THE LEFT MAGNETO WAS NOTED TO INTERMITTENTLY CROSS FIRE, BUT NO OTHER PRE-ACCIDENT PROBLEMS WERE FOUND.

Brief of Accident (Continued)

File No. - 2690

11/18/84

PEMBROKE PINES, FL

A/C Reg. No. N2443G

Time (Lc1) - 1141 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2767      11/21/84      MELBOURNE, FL      A/C Reg. No. N4949U      Time (Lcl) - 1920 EST

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WILMINGTON, DE	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	VERO BEACH, FL	Runway Ident - N/A
Wind Dir/Speed- 090/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 800 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1989
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 7
	Aircraft Type - C-210	Make/Model- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Instrument- 221
		Multi-Eng - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING IN A MARSH AREA FOLLOWING FUEL EXHAUSTION. PLT STATED HE HAD FLOWN THIS TRIP SEVERAL TIMES IN A NON-TURBO 210 WITHOUT ANY PROBLEMS. HE CALCULATED ENDURANCE OF 6 HRS FOR THIS FLT. FUEL EXHAUSTION OCCURRED AFTER APRX 5 HRS 10 MINS.

Brief of Accident (Continued)

File No. - 2767

11/21/84

MELBOURNE, FL

A/C Reg. No. N4949U

Time (Lc1) - 1920 EST

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - WET
  5. TERRAIN CONDITION - SOFT
- 

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

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

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. - 2766      11/25/84      CROSS CITY, FL      A/C Reg. No. N8248D      Time (Lc1) - 1230 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	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	3
Accident Occurred During	-LANDING						

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

Make/Model	- PIPER PA-32R-301	Eng Make/Model	- LYCOMING IO-540-K1G5B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	MONROE, LA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	CROSS CITY, FL	CROSS CITY	
Wind Dir/Speed	- 050/010 KTS		Runway Ident	- 13
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 5000/ 150
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- 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 - YES	Total	- 208
SE LAND	Months Since - 23	Make/Model-	87
	Aircraft Type - PA-32	Instrument-	0
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 24

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT AFTER TOUCHDOWN AS BRAKING WAS INITIATED THE ACFT BEGAN TO PULL TO THE LEFT. RIGHT BRAKE WAS APPLIED WITH NO CORRECTING EFFECT. THE ACFT RAN OFF THE LEFT SIDE OF THE RUNWAY AND THE LANDING GEAR COLLAPSED. POST CRASH EXAM OF BRAKES REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2766

11/25/84

CROSS CITY, FL

A/C Reg. No. N8248D

Time (Lc1) - 1230 EST

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR - OVERLOAD
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2769      11/29/84      JACKSONVILLE, FL      A/C Reg. No. N8993F      Time (Lcl) - 1232 EST

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

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

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

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	JACKSONVILLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CRAIG MUNICIPAL
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4007/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STOP AND GO	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- 4
		Instrument- 0
		Last 90 Days- 14
		Rotorcraft - 22

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT HE WAS PRACTICING A "RUN ON" LANDING. THE ACFT WAS ON THE GROUND AND THE WEIGHT SHIFTED FORWARD ON THE SKID, THE RIGHT SKID DUG INTO SOFT SOD AND ROLLED OVER. THE PLT HAD ACCUMUCATED A TOTAL TIME OF 20 HRS OF FLT TIME.

Brief of Accident (Continued)

File No. - 2769

11/29/84

JACKSONVILLE, FL

A/C Reg. No. N8993F

Time (Lc1) - 1232 EST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GROUND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. RUN ON LANDING - PERFORMED - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      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) 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. - 2781      12/03/84      ST. PETERSBURG, FL      A/C Reg. No. N6737L      Time (Lcl) - 1125 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  
SUBSTANTIAL  
Fire      NONE  
Pass

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

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

Make/Model      - BEECHCRAFT V35B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 5

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed-      020/006 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      - PART OBS  
Lowest Ceiling      - 5000 FT BROKEN  
Obstructions to Vision-      HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ORLANDO, FL  
Destination  
ST. PETERSBURG, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CLEARWATER  
Runway Ident      - 17  
Runway Lth/Wid      - 7990/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

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

Age - 64  
Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1631      Last 24 Hrs - UNK/NR  
Make/Model-      706      Last 30 Days- UNK/NR  
Instrument-      132      Last 90 Days- 79  
Multi-Eng - 925

Instrument Rating(s) - NONE

-----Narrative-----

PLT RECEIVED SPECIAL VFR CLEARANCE TO ENTER TRAFFIC PATTERN FOR LANDING AND WAS ADVISED TO DESCEND TO 1600 FT AND CONTACT TOWER FOR LANDING. PLT INITIATED DESCENT, LOWERING GEAR TO INCREASE DESCENT RATE AND RECEIVED LANDING CLEARANCE WHILE MANUVERING TO REMAIN CLEAR OF FOG PATCHES. PLT THEN NOTED ALTIMETER READING OF 200-300 FT, APPLIED POWER BUT FAILED TO ARREST THE DESCENT. ACFT COLLIDED WITH WATER.

Brief of Accident (Continued)

File No. - 2781

12/03/84

ST. PETERSBURG, FL

A/C Reg. No. N6737L

Time (Lc1) - 1125 EST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT

Finding(s)

1. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
  2. FLIGHT AND NAVIGATION INSTRUMENTS - INATTENTIVE - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  4. TERRAIN CONDITION - WATER, GLASSY
  5. WEATHER CONDITION - FOG
  6. WEATHER CONDITION - LOW CEILING
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2765      12/09/84      DAYTONA BEACH, FL      A/C Reg. No. N43080      Time (Lcl) - 1320 EST

-----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	-TAXI	Pass	0	0	0	0

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

Make/Model	- PIPER PA28-151	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>JACKSONVILLE, FL</p> <p>Destination</p> <p>DAYTONA BEACH, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DAYTONA BEACH</p> <p>Runway Ident - 24L</p> <p>Runway Lth/Wid - 3200/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 310
SE LAND	Months Since - 9	Make/Model- 310
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT HE WAS UNFAMILIAR WITH THE ARPT AND REQUESTED ASSISTANCE TO TAXI TO THE RAMP. THE PILOT WAS TOLD TO TAKE THE FIRST LEFT TURN TO RAMP, HE TURNED ONTO AN ACCESS ROAD TO THE FIRE STATION AND COLLIDED WITH A SIGN THAT STATED "NO TAXIWAY."

Brief of Accident (Continued)

File No. - 2765

12/09/84

DAYTONA BEACH, FL

A/C Reg. No. N43080

Time (Lc1) - 1320 EST

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Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - OBJECT

2. INSTRUCTIONS, WRITTEN/VERBAL - MISREAD - PILOT IN COMMAND

3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

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----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. - 2641      12/12/84      MIAMI, FL      A/C Reg. No. N40790      Time (Lcl) - 1952 EST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-SOUTHERN EXPRESS AIRWAYS.	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	1	None
Accident Occurred During	-LANDING						1
							0

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING LT10-540-J2BD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 350 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	FORT MYERS, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MIAMI, FL		MIAMI INTERNATIONAL	
Wind Dir/Speed	- 190/005 KTS	ATC/Airspace		Runway Ident	- 12
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 9600/ 150
Lowest Sky/Clouds	- 5500 FT	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 5500 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE		FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5600	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 1	Make/Model - 115	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - PA31350	Instrument - 800	Last 90 Days - 115

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

PLT JUDGED BY REFERENCE TO ACFT GAGES THAT HE HAD 156 GALS OF FUEL REMAINING WHEN INFACIT ONLY 120 GALS OF FUEL REMAINED. ON APPROACH FOR LNDG, WHILE OPERATING ON AUX TANKS, LOW FUEL FLOW WARNING LIGHT ILLUMINATED. PLT SWITCHED TO MAIN TANKS AND BOTH ENGINES LOST POWER SHORTLY THEREAFTER WHILE ACFT WAS ON FINAL APPROACH. PLT DID NOT ATTEMPT TO REGAIN POWER BY SWITCHING BACK TO AUX TANKS SINCE WARNING LIGHT ILLUMINATION INITIATED DURING AUX TANK OPERATION. RIGHT MAIN GEAR COLLAPSED, OTHER GEAR SEPARATED ON FORCED LANDING SHORT OF THE RUNWAY IN ROUGH TERRAIN. ACFT MANUAL STATES LOW FUEL FLOW WARNING LIGHTS INDICATE CONDITION OF MAIN TANKS ONLY. PLT DID NOT UNDERSTAND THIS TO BE TRUE REGARDLESS OF TANK SELECTION. INVESTIGATION REVEALED MAIN TANKS CONTAINED ONLY RESIDUAL FUEL; AUX TANKS HAD APPROX 6 GALS EACH.

Brief of Accident (Continued)

File No. - 2641

12/12/84

MIAMI, FL

A/C Reg. No. N40790

Time (Lc1) - 1952 EST

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

Finding(s)

1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
5. FLUID, FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2737      8/30/84      SHELLMAN, GA      A/C Reg. No. N7771V      Time (Lcl) - 0950 EDT

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

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

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

Make/Model	- ROCKWELL INTERNATIONAL S2R	Eng. Make/Model	- P&W R 1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 7000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 900 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 - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SHELLMAN, GA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4000</p> <p>Make/Model- 3000</p> <p>Instrument- 10</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 200</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS EN ROUTE TO AIRSTRIIP AFTER SPRAY RUN WHEN HE SMELLED SMOKE. SHORTLY THEREAFTER THE ENGINE SURGED AND LOST POWER. PLT EXECUTED A FORCED LANDING IN A CORN FIELD AS FLAMES FROM ENGINE AREA BECAME VISIBLE. ACFT DAMAGED BY POST-LANDING FIRE. INVESTIGATION DISCLOSED TANK-TO-CARBURETOR FUEL LINE FITTING SEPARATED.

Brief of Accident (Continued)

File No. - 2737

8/30/84

SHELLMAN,GA

A/C Reg. No. N7771V

Time (Lc1) - 0950 EDT

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

Finding(s)

1. FUEL SYSTEM,LINE FITTING - SEPARATION
  2. FLUID,FUEL - STARVATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        FIRE  
Phase of Operation    LANDING - ROLL

Finding(s)

3. FLUID,FUEL - FIRE
- 

-----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. - 2689 10/20/84 COMMERCE,GA

A/C Reg. No. N6316C

Time (Lcl) - 0945 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - BEECH A-36  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TAMPA,FL  
Destination  
KNOXVILLE,TN

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - UNK/NR

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

Total	-	807	Last 24 Hrs	-	9
Make/Model-	510	Last 30 Days-	UNK/NR		
Instrument-	48	Last 90 Days-	105		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CLIMBING TO 8,000 FT THE PLT NOTICED FUEL SIPHONING OUT OF THE LEFT FUEL TANK CAP. FOR THE NEXT HOUR & 20 MIN THE FLT OPERATED ON THE LEFT TANK IN AN EFFORT TO USE FUEL FROM THE LEFT TANK BEFORE IT WAS SIPHONED OUT. APRX 6 MILES NORTH OF ATHENS, GA, THE ENG LOST POWER AND THE PLT REQUESTED CLEARANCE FROM ARTCC FOR AN EMERG LANDING AT ATHENS. ACCORDING TO THE PLT, ADJUSTING THE MIXTURE CAUSED THE ENG TO RESUME NORMAL OPERATION. ARTCC WAS ADVISED AND THE PLT CONTINUED EN ROUTE. ABOUT 24 MILES FURTHER NORTH THE ENG AGAIN LOST POWER. THE INTENTIONAL GEAR-UP LANDING WAS MADE IN AN UNIMPROVED PASTURE. EXAMINATION OF THE WRECKAGE REVEALED EVIDENCE OF FUEL LEAKAGE FROM THE LEFT CAP. NO FUEL REMAINED IN THE LEFT TANK. NO MECHANICAL MALFUNCTIONS WERE FOUND DURING A SUCCESSFUL TEST RUN OF THE ENG.

Brief of Accident (Continued)

File No. - 2689

10/20/84

COMMERCE,GA

A/C Reg. No. N6316C

Time (Lc1) - 0945 EDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
  2. FUEL SYSTEM,CAP - LOOSE
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  4. FUEL SYSTEM,CAP - SIPHONING
  5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  6. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - PILOT IN COMMAND
  7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
  8. PRECAUTIONARY LANDING - DELAYED - 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)

9. TERRAIN CONDITION - GROUND
  10. 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) 1,7,8.

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. - 2644      5/01/84      HIGH ISL BLK595,GM      A/C Reg. No. N763AL      Time (Lcl) - 1400 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIR LOGISTIC INC.	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	2
Accident Occurred During	-CRUISE						0

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

Make/Model	- SIKORSKY S-76A	Eng Make/Model	- ALLISON 250-C30S	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO	
Max Gross Wt	- 7500	Engine Type	- TURBOSHAFT			
No. of Seats	- 14	Rated Power	- 250 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		UNK/NR	
Method	- ACFT RADIO	HI ISL BLK 595,GM			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	FREEMPORT,TX		Runway Ident	- N/A
Wind Dir/Speed	- 011/006 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 5.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- SPECIAL IFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5092	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 3	Make/Model - 348	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - S76A	Instrument - 359	Last 90 Days - 53
		Multi-Eng - 10	Rotorcraft - 4957

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING CRUISE FLIGHT AT 500 FT OVER GULF WATERS, THE LEFT ENGINE SUSTAINED A MASSIVE, UNCONTAINED, EXPLOSIVE FAILURE. SHARPNEL PENETRATED THE RIGHT ENGINE, WHICH FAILED FROM DAMAGE. SHARPNEL ALSO PENETRATED THE AC AND DC JUNCTION BOXES, CAUSING COMPLETE ELECTRICAL FAILURE (NO MAYDAY CALL POSSIBLE). SHARPNEL FURTHER SEVERED THE TAIL ROTOR DRIVE SHAFT AND PENETRATED THE ACFT FUEL SYSTEM; FIRE BROKE OUT IN THE TRANSMISSION AREA AND THE COCKPIT FILLED WITH SMOKE. USING THE CO-PLT'S SIDE WINDOW FOR VISUAL ACQUISITION OF THE WATER SURFACE, A SUCCESSFUL AUTOROTATION WAS PERFORMED. HOWEVER, THE ACFT ROLLED OVER AND SANK SINCE THE EMERGENCY FLOATATION GEAR IS ELECTRICALLY OPERATED AND FAILED TO DEPLOY. AFTER SUCCESSFUL EVACUATION BY ALL OCCUPANTS, PLT RETURNED TO THE INVERTED ACFT AND DEPLOYED LIFE RAFTS. INVESTIGATION REVEALED LEFT ENGINE COMPRESSOR-TO-TURBINE COUPLING HAD FAILED IN FATIGUE. TURBINE WENT OVERSPEED AND BURST UNDER CENTRIFUGAL LOADS.

Brief of Accident (Continued)

File No. - 2644

5/01/84

HIGH ISL BLK595,GM

A/C Reg. No. N763AL

Time (Lcl) - 1400 CDT

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

Finding(s)

1. TURBINE ASSEMBLY, SHAFT - FATIGUE
  2. TURBINE ASSEMBLY, TURBINE WHEEL - OVERSPEED
  3. TURBINE ASSEMBLY, TURBINE WHEEL - BURST
- 

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

Finding(s)

4. ELECTRICAL SYSTEM - DISABLED
  5. FUEL SYSTEM - FIRE
  6. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SEPARATION
- 

Occurrence #3            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

7. FUSELAGE, CREW COMPARTMENT - SMOKE
- 

Occurrence #4            ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - WATER, ROUGH
  9. AUTOROTATION - PERFORMED - PILOT IN COMMAND
  10. MISC ROTORCRAFT, EMERGENCY FLOATATION GEAR - DISABLED
- 

-----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) 4,5,6,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2704      9/26/84      WEST DELTA 105,GM      A/C Reg. No. N5013F      Time (Lcl) - 1157 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier -COMMERCIAL HELICOPTERS	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 -LANDING						

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - NO	-N/A
Landing Gear - EMERGENCY FLOAT	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	PATTERSON,LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13525
SE LAND,ME LAND,SE SEA	Months Since - 12	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 850
		Instrument- 295
		Multi-Eng - 610
		Last 30 Days- UNK/NR
		Last 90 Days- 217
		Rotorcraft - 8723

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE IN CRUISE FLT, TOTAL PWR LOSS WAS EXPERIENCED. PLT SETUP AUTOROTATIVE WATER LANDING, DEPLOYED EMERGENCY FLOATS. RIGHT FLOAT WAS NOT FULLY INFLATED BY WATER TOUCHDOWN, ACFT ROLLED RIGHT TO INVERTED POSITION. ENG TEARDOWN REVEALED CARBON BUILDUP BETWEEN TURBINE-TO-COMPRESSOR COUPLING AND TURBINE INNER SHAFT, CAUSING FRICTIONAL OVERHEAT LEADING TO SHAFT FAILURE.

Brief of Accident (Continued)

File No. - 2704

9/26/84

WEST DELTA 105,GM

A/C Reg. No. N5013F

Time (Lc1) - 1157 CDT

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

Finding(s)

1. TURBINE ASSEMBLY, SHAFT - FAILURE, TOTAL

-----  
Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----  
Occurrence #3        ROLL OVER  
Phase of Operation    LANDING

Finding(s)

2. LANDING GEAR, FLOAT ASSEMBLY - PRESSURE TOO LOW

-----  
----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. - 2622      10/10/84      BURLEY, ID      A/C Reg. No. N4752Q      Time (Lcl) - 1600 MDT

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

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

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	BURLEY, ID		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	SPOKANE, WA	BURLEY MUNICIPAL	
Wind Dir/Speed	- CALM		Runway Ident	- 06
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 4067/ 150
Lowest Sky/Clouds	- 7000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2020	Last 24 Hrs - 10
SE LAND	Months Since - 2	Make/Model - 1200	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 300	Last 90 Days - 50
		Multi-Eng - 20	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS PLT INITIATED TAKEOFF IN A LEFT X-WIND, ACFT BEGAN TO WEATHERVANE TO THE LEFT. INCREASED RIGHT RUDDER AND REPEATED APPLICATIONS OF RIGHT BRAKE FAILED TO ARREST AN INCREASING SWERVE TO LEFT, WITH RIGHT BRAKE PEDAL EVENTUALLY BOTTOMING OUT. AS ACFT DEPARTED RUNWAY SURFACE IN INCIPIENT GROUNDLOOP, PLT REDUCED POWER AND "RODE IT OUT." THE RIGHT MAIN GEAR COLLAPSED DUE TO EXCESSIVE SIDE LOADS IN ROUGH TERRAIN. PLT CITED LACK OF INFORMATION IN ACFT MANUAL CONCERNING USE OF TAIL WHEEL LOCK FOR CROSSWIND TAKEOFF. INVESTIGATION REVEALED NO PRE-EXISTING DEFECT WITH BRAKE SYSTEM.

Brief of Accident (Continued)

File No. - 2622

10/10/84

BURLEY, ID

A/C Reg. No. N4752Q

Time (Lc1) - 1600 MDT

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

Finding(s)

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

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - 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

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. - 2739      11/25/84      NAMPA, ID      A/C Reg. No. N7927J      Time (Lcl) - 1400 MDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-JIM HICKS	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	0

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

Make/Model	- BELL 47G-3B-2	Eng Make/Model	- LYCOMING TVO-435-G1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 280 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	NAMPA, ID			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	NAMPA, ID		Runway Ident	- N/A
Wind Dir/Speed	- 270/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAWN				

-----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	Current - YES	Total - 13000	Last 24 Hrs - 4
SE LAND	Months Since - 3	Make/Model - 7000	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 50	Last 90 Days - 90
			Rotorcraft - 12000

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A POWER LOSS-INDUCED FORCED LANDING TWO DAYS PRIOR, THE ACFT FUEL PUMP AND CARBURETOR WERE CHANGED AND FUEL LINES FLUSHED. SIX HOURS OF UNEVENTFUL OPERATIONS ENSUED BEFORE THE POWER LOSS LEADING TO THIS MISHAP OCCURRED. PWR LOSS OCCURRED WHEN THE ACFT WAS 40 FT AGL WITH A FORWARD SPD OF 20 KTS; INSUFFICIENT FOR TRANSLATION TO A SUCCESSFUL AUTOROTATION. DURING THE SUBSEQUENT HARD TOUCHDOWN, THE MAIN ROTOR FLEXED DOWNWARD AND SEVERED THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 2739

11/25/84

NAMPA, ID

A/C Reg. No. N7927J

Time (Lc1) - 1400 MDT

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

Finding(s)  
1. FUEL SYSTEM - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

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

Finding(s)  
2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND  
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2701      12/21/84      COEUR D' ALENE, ID      A/C Reg. No. N441CF      Time (Lc1) - 0915 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-TAKEOFF					

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

Make/Model	- CESSNA 441	Eng Make/Model	- GARRETT TPE33184015	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9850	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 636 HP		

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

<p>Weather Data</p> <p>Wx Briefing      - FSS</p> <p>Method          - TELEPHONE</p> <p>Completeness   - FULL</p> <p>Basic Weather   - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility      - 5.0      SM</p> <p>Lowest Sky/Clouds - 600 FT THIN BKN</p> <p>Lowest Ceiling   - 900 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation    - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>COEUR D'ALENE, ID</p> <p>Destination</p> <p>BOISE, ID</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance   - IFR</p> <p>Type Apch/Lndg      - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>COEUR D'ALENE AIR TERM.</p> <p>Runway Ident      - 19</p> <p>Runway Lth/Wid   - 5400/      75</p> <p>Runway Surface   - ASPHALT</p> <p>Runway Status    - SNOW - DRY</p> <p>SNOW - COMPACTED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current      - YES</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      - 1690</p> <p>Make/Model- 330</p> <p>Instrument- 144</p> <p>Multi-Eng - 350</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 212</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF RUN, ACFT DRIFTED LEFT OF CENTER LINE, LEFT SEAT PILOT MADE CORRECTIVE RUDDER INPUT THEN RIGHT SEAT PILOT MADE ADDITIONAL CORRECTIVE INPUT. ACFT YAWED MODERATELY TO LEFT AND CONTACTED A SNOW BERM. ACFT SPUN LEFT 180 DEGREES AND SLID BACKWARD TO A STOP.

Brief of Accident (Continued)

File No. - 2701

12/21/84

COEUR D' ALENE, ID

A/C Reg. No. N441CF

Time (Lc1) - 0915 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED

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

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

-----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. - 2702      12/26/84      BOISE, ID      A/C Reg. No. CGTQE      Time (Lcl) - 1741 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	5
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-EB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GREAT FALLS, MT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BOISE, ID	BOISE AIR TERMINAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28R
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7400/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 9000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 37	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1145
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 60
		Multi-Eng - 100
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FINAL APPROACH, THE PILOT'S WIFE, ALSO A RATED PILOT, WAS REVIEWING THE LANDING CHECK LIST. AT ITEM "HEATERS OFF" SHE INADVERTENTLY TURNED FUEL SELECTORS TO OFF. BOTH ENGINES LOST PWR AND PILOT EXECUTED A FORCED LANDING SHORT OF RUNWAY IN ROUGH TERRAIN, COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2702

12/26/84

BOISE, ID

A/C Reg. No. CGTQE

Time (Lc1) - 1741 MST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - INADVERTENT USE - COPILOT
  2. FLUID, FUEL - STARVATION
  3. SUPERVISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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Occurrence #3            GEAR COLLAPSED  
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) 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. - 2747      9/24/84      WHEELING,IL

A/C Reg. No. N757ZG

Time (Lcl) - 1838 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/022 KTS  
Visibility      - 4.000 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
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      - VFR  
Type Apch/Lndg      - TRAFFIC PATTERN  
GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data

PALWAUKEE  
Runway Ident      - 24R  
Runway Lth/Wid      - 3500/ 50  
Runway Surface      - CONCRETE  
Runway Status      - WET

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

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

Age - 41  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	62
Make/Model-	39
Instrument-	1
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	39

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE ACFT BEGAN TO CLIMB BEFORE IT BANKED TO THE LEFT AND ENTERED A NOSE DOWN ATTITUDE. THE STUDENT PILOT'S INSTRUCTOR STATED THAT HE WAS AWARE THAT THE FLT WAS TO HAVE TAKEN PLACE THAT EVENING BUT HE DID NOT DISCUSS WITH THE STUDENT PILOT THE STRONG WIND CONDITIONS THAT HAD BEEN PRESENT THROUGHOUT THE DAY. THE REPORTED WIND WAS 200 DEGREES AT 20 KTS. THE PILOT WAS ATTEMPTING TO LAND ON RWY 24R.

Brief of Accident (Continued)

File No. - 2747

9/24/84

WHEELING, IL

A/C Reg. No. N757ZG

Time (Lc1) - 1838 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. WEATHER CONDITION - CROSSWIND
  5. WEATHER CONDITION - HIGH WIND
  6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  7.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2608      10/28/84      AURORA, IL      A/C Reg. No. N3998J      Time (Lcl) - 1430 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire  
NONE

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

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

Make/Model      - MOORE QUICKSILVER MX II  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 700  
No. of Seats      - 2

Eng Make/Model      - ROTAX 503  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 46 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 360/007 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - 20000 FT  
Lowest Ceiling      - 20000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
AURORA, IL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 33  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	-	505	Last 24 Hrs	-	1
Make/Model-	25		Last 30 Days-	UNK/NR	
Instrument-	20		Last 90 Days-	15	
			Rotorcraft	-	5

Instrument Rating(s) - NONE

-----Narrative-----

PLT LANDED IN OPEN FIELD TO TIGHTEN HIS SCARF, WHICH HAD BECOME LOOSE AND POSED A POSSIBLE HAZARD. A SECOND ULTRALIGHT LANDED TO SEE OF THE PLT HAD PROBLEMS, THEN DEPARTED TOWARD THE EAST, SUCCESSFULLY NEGOTIATING A 10 KT X-WIND. PLT ELECTED TO TAKEOFF IN SAME DIRECTION. LACK OF HEADWIND COMPONENT PROLONGED THE GROUND RUN AND ACFT ENTERED A ROUGHER AREA. X-WIND RAISED LEFT WING AS LEFT GEAR STRUCK A DIRT BANK, CAUSING ACFT TO NOSE DOWN INTO TERRAIN.

Brief of Accident (Continued)

File No. - 2608

10/28/84

AURORA,IL

A/C Reg. No. N3998J

Time (Lc1) - 1430 CST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - OPEN FIELD
  2.    WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4.    ALL AVAILABLE RUNWAY - MISJUDGED - PILOT IN COMMAND
  5. TERRAIN CONDITION - DIRT BANK
- 

Occurrence #2        NOSE DOWN  
Phase of Operation    TAKEOFF

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2602      11/17/84      PLATO CENTER, IL      A/C Reg. No. N1407L      Time (Lc1) - 1400 CST

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

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

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

Make/Model	- BEECH A23	Eng Make/Model	- CONTINENTAL IO-346-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	Engine Type	- RECIP-FUEL INJECTED		
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- 250/008 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - 20000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point AURORA, IL</p> <p>Destination PLATO CENTER, IL</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</p> <p>OLSON FIELD</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 2000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 278
SE LAND, ME LAND	Months Since - 3	Make/Model- 22
	Aircraft Type - UNK/NR	Instrument- 40
		Multi-Eng - 37
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APPROACH WITH A 30-DEGREE RIGHT CROSSWIND OF 14-16 KTS, THE PLT EXPERIENCED A LOSS OF HEADWIND COMPONENT AS THE ACFT PASSED BELOW HEIGHT OF BUILDINGS IN THE WINDSTREAM. POWER WAS NOT ADDED AND THE ACFT SETTLED TO THE GROUND SHORT OF THE RUNWAY THRESHOLD. THE RIGHT LNDG GEAR ENCOUNTERED A DITCH CAUSING THE ACFT TO SWERVE TO THE RIGHT. THE LEFT GEAR COLLAPSED UNDER THE IMPOSED SIDE LOAD.

Brief of Accident (Continued)

File No. - 2602

11/17/84

PLATO CENTER,IL

A/C Reg. No. N1407L

Time (Lcl) - 1400 CST

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

Finding(s)  
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND  
2. WEATHER CONDITION - WINDSHEAR  
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND  
-----

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

Finding(s)  
4. TERRAIN CONDITION - DITCH  
-----

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING

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

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. - 2601      12/09/84      HAMPSHIRE,IL

A/C Reg. No. N7954Z

Time (Lcl) - 1045 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

NONE

Crew

Pass

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

Make/Model - CESSNA 150C

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1500

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A42

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- 220/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WILMOT,WI

Destination

HAMPSHIRE,IL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

ESSER

Runway Ident - 30

Runway Lth/Wid - 1450/ 30

Runway Surface - GRASS/TURF

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 192

Make/Model- 76

Instrument- 7

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

TOUCHDOWN OCCURRED NEARLY HALF-WAY DOWN AIRSTRIP, WHICH WAS WET WITH MELTING FROST. PLT DID NOT ATTEMPT A GO-AROUND, BUT RELIED ON BRAKING ACTION FOR SAFE COMPLETION OF LANDING ROLL. BRAKING ACTION WAS NIL. ACFT OVERRAN THROUGH A BARBED-WIRE FENCE AND INTO A PLOWED FIELD WHERE CONTACT WITH FURROWS CAUSED IT TO TIP ONTO THE NOSE AND RIGHT WING.

Brief of Accident (Continued)

File No. - 2601

12/09/84

HAMPSHIRE,IL

A/C Reg. No. N7954Z

Time (Lc1) - 1045 CST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DISREGARDED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3      NOSE DOWN  
Phase of Operation      LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2730      12/14/84      HUTCHINSON,KS      A/C Reg. No. N6823M      Time (Lcl) - 1330 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	0

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

Make/Model	- BEECH 300	Eng Make/Model	- P&W PT6A60A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14500	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 1050 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 340/010 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 800 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - FREEZING DRIZZLE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WICHITA,KS</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VOR/TVOR FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HUTCHINSON MUNICIPAL</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 7001/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - KC135E</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5101</p> <p>Make/Model- 115</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 4510</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 78</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LATE FINAL, THE PLT UNDER INSTRUCTION REDUCED PWR SHARPLY TO CORRECT A SLIGHTLY HIGH APPROACH, ADVANCING THE PROPELLER CONTROLS TO FULL INCREASE. THE COMBINATION OF POWER REDUCTION AND INCREASED PROFILE DRAG ON THE PROPELLERS WAS EXCESSIVE FOR THE DESIRED RESULT AND THE ACFT SETTLED TO THE RUNWAY SURFACE DESPITE THE ACTION OF THE INSTRUCTOR PILOT IN ADVANCING THROTTLE. THE ENSUING HARD LANDING CAUSED SUBSTANTIAL DAMAGE TO THE WING SPAR CARRY THROUGH ASSEMBLY.

Brief of Accident (Continued)

File No. - 2730

12/14/84

HUTCHINSON,KS

A/C Reg. No. N6823M

Time (Lc1) - 1330 CST

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Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
2. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)
3. AIRSPEED(VSO) - NOT MAINTAINED - DUAL STUDENT
4. STALL/MUSH - INADVERTENT -

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----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. - 2668      8/02/84      WOODWORTH, LA      A/C Reg. No. N8304D      Time (Lcl) - 0905 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE  
Crew      0  
Pass      0

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

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

Make/Model      - PIPER PA-28-181  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4M  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

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

Wind Dir/Speed- 200/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 600 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PLANO, TX  
Destination  
WOODWORTH, LA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - 3700/ 60  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

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

Age      - 33  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

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

Total	- 89	Last 24 Hrs	- 2
Make/Model-	32	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	67

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT APPROACHED AN UNFAMILIAR AREA AT LESS THAN 500 FT AGL AND LANDED ON AN ABANDONED DRAG RACE STRIP ABOUT 3 MILES FROM THE DEST AIRP. DIRECTIONAL CONTROL WAS LOST VERY SHORTLY AFTER TOUCHDOWN WHEN THE ACFT COLLIDED WITH DIRT PILES ON THE SURFACE OF THE DRAG STRIP. THE ACFT CAME TO REST AFTER ROLLING INTO A TREE OFF THE EDGE OF THE STRIP. THE DIRT PILES WERE PLACED ON THE ABANDONED STRIP TO DISCOURAGE AUTOMOBILE RACING. THE PLT WAS ISSUED HIS CERTIFICATE ON 7-18-84.

Brief of Accident (Continued)

File No. - 2668

8/02/84

WOODWORTH, LA

A/C Reg. No. N8304D

Time (Lc1) - 0905 CDT

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2.      IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - INADVERTENT USE - PILOT IN COMMAND
5.      IMPROPER USE OF FACILITY, TOTAL - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK

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

Finding(s)

7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2670      8/06/84      THIBODAUX, LA

A/C Reg. No. N3594H

Time (Lcl) - 0930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - MOONEY M20  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL TS10-360-GB  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 210 HP

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

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

Weather Data

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

Wind Dir/Speed- CALM

Visibility      - 7.0      SM

Lowest Sky/Clouds      - 3000 FT SCATTERED

Lowest Ceiling      - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - UNK/NR

Airport Proximity

UNK/NR

Airport Data

Runway Ident      - UNK/NR

Runway Lth/Wid      - UNK/NR

Runway Surface      - UNK/NR

Runway Status      - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 43

Biennial Flight Review

Current      - YES

Months Since      - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 567      Last 24 Hrs - 1

Make/Model- 66      Last 30 Days- UNK/NR

Instrument- 97      Last 90 Days- 38

Multi-Eng - 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0729 CDT THE PLT FILED A FLIGHT PLAN AND OBTAINED A WX BRIEF FORECASTING MOIST UNSTABLE AIR WITH SEVERAL SCATTERED AND BROKEN CLOUD LAYERS BEGINNING AT 1,500 FT. THE BRIEFER FURTHER ADVISED THE PLT OF THUNDERSTORM ACTIVITY AT VARIOUS LOCATIONS ALONG THE PROPOSED ROUTE OF FLIGHT. AT 0855, THE ACFT DEPARTED AND CLIMBED TO 8,000 FT. ACCORDING TO THE PLT, ABOUT 1/2 HR INTO THE FLIGHT A "HEAVY LAYER OF CLOUDS" WERE SEEN AHEAD, AT AND BELOW HIS CRUISING ACT. A DESCENT TO 4,000 FT WAS REQUESTED AND GRANTED BY ARTCC. AT 0926 THE PLT ASKED LAFAYETTE APCH CONTROL WHICH WAY THE WX WAS MOVING AND THAT THEY WERE IN SOME "ROUGH STUFF". FOR APRX THE NEXT 23 MIN THE ACFT REPEATEDLY ENCOUNTERED AREAS OF TURBULENCE VIOLENT ENOUGH TO CAUSE SUBSTANTIAL AIRFRAME DAMAGE AND RENDER SOME OF THE FLT INSTRUMENTS INOP. THE ACFT WAS VECTORED OUT OF THE WX AND TO AN ALTERNATE ARPT. AT 0957 A WX ADVISORY WAS ISSUED WHICH WARNED OF A LINE OF LEVEL 3 TO 5 THUNDERSTORMS ALONG THE ACFT'S ROUTE. HOWEVER, THE PLT TOOK OFF AT 0900 & WAS NOT AWARE OF THE ADVISORY.

Brief of Accident (Continued)

File No. - 2670

8/06/84

THIBODAUX, LA

A/C Reg. No. N3594H

Time (Lc1) - 0930 CDT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2. WEATHER CONDITION - CLOUDS
  3. WEATHER CONDITION - THUNDERSTORM
  4. WEATHER CONDITION - LIGHTNING
- 

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

Finding(s)

5. FLIGHT/NAV INSTRUMENTS - OTHER
  6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
- 

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

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----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. - 2705      10/01/84      CHANDELEUR ISL,LA      A/C Reg. No. N4641U      Time (Lc1) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - CESSNA TU206G  
Landing Gear      - FLOAT  
Max Gross Wt      - 3600  
No. of Seats      - 6

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/015 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  
MOBILE,AL  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 58  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3000      Last 24 Hrs - 1  
Make/Model- 3000      Last 30 Days- UNK/NR  
Instrument- 45      Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS FLYING LOW AND SLOW IN AREA AWAITING ARRIVAL OF BOAT FOR FISHING PARTY. PLT ALLOWED HIS ATTENTION TO BE DISTRACTED BY SPOTTING FISH & INADVERTENTLY CONTACTED WATER WITH A FLOAT. ACFT CAME TO REST INVERTED IN 6 INCHES OF WATER.

Brief of Accident (Continued)

File No. - 2705

10/01/84

CHANDELEUR ISL, LA

A/C Reg. No. N4641U

Time (Lcl) - 1000 CDT

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER, GLASSY

Occurrence #2 NOSE OVER  
Phase of Operation OTHER

---Probable Cause---

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

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. - 2707      10/01/84      LULING, LA      A/C Reg. No. N5360D      Time (Lcl) - 1010 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  
SUBSTANTIAL  
Fire      NONE

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

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

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

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

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

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

Weather Data

Wx Briefing      - 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      -  
Lowest Ceiling      -  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point

Destination

SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

CHENEVERT FLD  
Runway Ident      - 36  
Runway Lth/Wid      - 3000/ 150  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 48

Biennial Flight Review

Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 90	Last 24 Hrs	- UNK/NR
Make/Model-	90	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON FINAL APPROACH A GUST OF WIND CARRIED THE ACFT TO THE RIGHT OF THE RUNWAY. ACFT RIGHT WING STRUCK A TREE. ACFT YAWED RIGHT AND CONTACTED GROUND IN UNCONTROLLED FLIGHT.

Brief of Accident (Continued)

File No. - 2707

10/01/84

LULING, LA

A/C Reg. No. N5360D

Time (Lcl) - 1010 CST

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

Finding(s)  
1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND  
2. OBJECT - SUBMERGED OBJECT  
3. WEATHER CONDITION - GUSTS  
-----

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2625      10/03/84      MORGAN CITY, LA      A/C Reg. No. N2768J      Time (Lcl) - 1800 CDT

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

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

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

Make/Model - CESSNA A185E	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 20000 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 PATTERSON, LA</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 OFF AIRPORT/STRIP</p> <p>Airport Data PIPELINE CANAL</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - WATER</p> <p>Runway Status - WET</p> <p>WATER-CALM</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3712
SE SEA	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT ARRIVED AT INTENDED LNDG SITE ON REMOTE PIPELINE CANAL WHERE QUARTER BOAT WAS OPERATING, OVERFLEW SITE AND VISUALLY CHECKED CONDITONS. AFTER 100-150 YDS OF LANDING ROLL, THE RIGHT FLOAT STRUCK A SUBMERGED OBJECT. FLOAT FILLED WITH WATER AND ACFT ROLLED INVERTED BEFORE SINKING.

Brief of Accident (Continued)

File No. - 2625

10/03/84

MORGAN CITY, LA

A/C Reg. No. N2768J

Time (Lcl) - 1800 CDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, GLASSY
  2. OBJECT - SUBMERGED OBJECT
- 

-----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. - 2654      10/06/84      MONROE, LA      A/C Reg. No. N4877H      Time (Lc1) - 0500 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL 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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WINNSBORO, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 400 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 279
SE LAND	Months Since - 9	Make/Model- 242
	Aircraft Type - C-152	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO DEP THE PLT CONTACTED THE MONROE FSS TWICE REQUESTING A WX BRIEFING. BOTH TIMES VFR FLT WAS NOT RECOMMENDED DUE TO IFR CONDITIONS WITH LOW CEILINGS EN ROUTE AND FORECAST FOG AT THE DEST. DURING THE SECOND CALL THE PLT STATED THAT IT WAS CLEAR AT THE DEPARTURE ARPT AND HE BELIEVED HE COULD FLY TO HIS DEST BEFORE THE FORECAST FOG DEVELOPED. DESPITE THE BRIEFERS REPEATED WARNING THE PLT DEPARTED SHORTLY THEREAFTER. GROUND SCARS INDICATED IMPACT OCCURRED SLIGHTLY NOSE LOW IN A SHALLOW LEFT TURN. LOCAL LAW ENFORCEMENT OFFICERS ESTIMATED VISIBILITY OF NO MORE THAN 1/2 MILE IN FOG AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2654

10/06/84

MONROE, LA

A/C Reg. No. N4877H

Time (Lc1) - 0500 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. WEATHER FORECAST - DISREGARDED/ PILOT IN COMMAND
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
  4. WEATHER CONDITION - FOG
  5. WEATHER CONDITION - LOW CEILING
  6. LIGHT CONDITION - DARK NIGHT
- 

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

Finding(s)

7. TERRAIN CONDITION - GROUND
  8.    PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  9.    IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
  10.   IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 1,2,3,9

Factor(s) relating to this accident is/are finding(s) 4,5,6,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2653      10/21/84      BOGALUSA, LA      A/C Reg. No. N5097H      Time (Lcl) - 1505 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	CARR MEM AIR FIELD
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 100
Lowest Sky/Clouds - 2500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT OVERCAST	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 - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 19
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT LANDED 8 TO 10 FT SHORT OF THE RWY AND ROLLED INTO THE ASPHALT LIP OF THE PREPARED SURFACE.  
TOUCHDOWN OCCURRED IN AN AREA OF CONSTRUCTION LENGTHENING THE RWY.

Brief of Accident (Continued)

File No. - 2653

10/21/84

BOGALUSA, LA

A/C Reg. No. N5097H

Time (Lc1) - 1505 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
- 

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

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY
- 

Occurrence #3       NOSE GEAR COLLAPSED  
Phase of Operation   LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2800      11/26/84      HAMMOND, LA      A/C Reg. No. N7415T      Time (Lcl) - 1701 CST

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

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

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

Make/Model - CESSNA 172A	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KENNEDY, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COVINGTON, LA	HAMMOND
Wind Dir/Speed- 145/015 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 78	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
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- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

NON-STOP ENDURANCE FOR THIS MAKE/MODEL IS 4.2 HRS IN NORMAL CRUISE. CALCULATED ETE FOR PLT'S REPORTED ROUTE OF FLIGHT IS 4.0 HRS (NON-STOP, NO WIND, NORMAL CRUISE). TIME FROM INTIAL DEPARTURE TO MISHAP WAS 6.0 HRS. ACFT OF THIS DISCRPTION WAS OBSERVED TO LAND AT AN EN ROUTE ARPT AND DEPART WITHOUT REFUELING. PLT CALLED UNICOM AT ARPT 25 MILES FROM DESTINATION, REPORTING LOW FUEL STATE. ACFT OBSERVED IN APPARENT POWER-OFF GLIDE ON LONG STRAIGHT-IN TO RUNWAY. ABOUT 1.3 MILES FROM THRESHOLD, ACFT WAS OBSERVED TO ENTER A STEEP DECENDING 270 DEGREE TURN TOWARD SMALL OPEN AREA. INVESTIGATION REVEALED ACFT IMPACTED TREES SHORT OF OPEN AREA IN 90-DEGREE BANK AT ABOUT 25 FT AGL. NO EVIDENCE FUEL ON BOARD AT IMPACT.

Brief of Accident (Continued)

File No. - 2800

11/26/84

HAMMOND, LA

A/C Reg. No. N7415T

Time (Lc1) - 1701 CST

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
  2.      IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. FLUID, FUEL - EXHAUSTION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2712      12/01/84      BASTROP, LA      A/C Reg. No. N7327M      Time (Lcl) - 1000 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	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During - LANDING					

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

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL G0-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BASTROP, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 53	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 100
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT ON PREFLIGHT A SMALL AMOUNT OF WATER WAS DRAINED FROM EACH WING TANK. ALSO, THE MAIN FUEL STRAINER WAS DRAINED AND FUEL TANKS WERE TOPPED OFF (17 GALS ADDED). AT ABOUT 500 FT AGL ON INITIAL CLIMB, THE ENGINE QUIT AND RESTART ATTEMPTS WERE UNSUCCESSFUL. A FORCED LANDING WAS EXECUTED IN A PLOWED FIELD. THE REASON FOR ENGINE FAILURE WAS REPORTED TO BE WATER IN THE FUEL.

Brief of Accident (Continued)

File No. - 2712

12/01/84

BASTROP, LA

A/C Reg. No. N7327M

Time (Lc1) - 1000 CST

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

3. AIRPORT FACILITIES - ROUGH/UNEVEN
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2710      12/08/84      SLIDELL, LA

A/C Reg. No. N24780

Time (Lcl) - 1325 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  
SUBSTANTIAL  
Fire                        NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Pass	0	1	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/YES  
Stall Warning System - YES

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

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather     - VMC  
Wind Dir/Speed- 020/005 KTS  
Visibility        - 6.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling    - NONE  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
STENNIS, MS  
Destination  
NEW ORLEANS, LA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 34  
Biennial Flight Review  
Current            - NO  
Months Since      - 39  
Aircraft Type     - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)  
Total              - 274  
Make/Model-        25  
Instrument-        11  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE RENTER PLT ARRIVED AT THE FIXED BASE OPERATOR, HE WAS INFORMED THAT HIS ACFT HAD BEEN FLOWN 1.6 HRS AND HAD NOT BEEN REFUELED. FURTHER, HE WAS TOLD THAT THE ACFT WAS BOOKED BY ANOTHER PLT IN ONE HR. PLT ELECTED TO TAKE THE ACFT WITH PARTIAL FUEL RATHER THAN INCUR REFUELING DELAY, ESTIMATING 2.4 HRS FUEL REMAINING BASED ON FBO INFORMATION. AFTER APPROX 1.5 HRS OF FLT, INCLUDING 4 TAKEOFFS, ENG QUIT WHILE IN CRUISE FLT RETURNING TO FBO AIRPORT. PLT ATTEMPTED A FORCED LANDING ON AN INTERSTATE HWY BUT STRUCK A POWER LINE ON FINAL APPROACH. THE ACFT THEN COLLIDED WITH THE GROUND IN UNCONTROLLED FLT. POST-MISHAP INSPECTION SHOWED FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 2710

12/08/84

SLIDELL, LA

A/C Reg. No. N24780

Time (Lc1) - 1325 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
3. AIRCRAFT SERVICE - NOT PERFORMED - FBO PERSONNEL
4. VISUAL LOOKOUT - MISJUDGED - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, - 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)

6. OBJECT - WIRE, TRANSMISSION

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) 4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2612      2/22/84      BEVERLY, MA      A/C Reg. No. N60132      Time (Lcl) - 1320 EST

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

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

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

Make/Model      - BEECH 76	Eng Make/Model - LYCOMING LO/O-360-A1G6	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt      - 3900	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	BEVERLY
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident      - 27
Visibility      - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 5001/ 150
Lowest Sky/Clouds      - 15000 FT SCATTERED	Type of Clearance      - VFR	Runway Surface      - MACADAM
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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current      - YES	Total      - 3000
SE LAND, ME LAND	Months Since      - 12	Make/Model- 100
	Aircraft Type      - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 600
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A COMMERCIALY RATED PLT (STUDENT) WAS RECEIVING MULTI-ENG TRAINING FROM AN INSTRUCTOR PLT (CFI). THE STUDENT STATED THAT ON FINAL APCH TO LANDING, HE NOTICED THE AIRSPEED WAS SLOW WHEN THE CFI SHUT DOWN THE RIGHT ENG BY USING THE MIXTURE CONTROL. THE ACFT THEN ENTERED A STALL & SUBSEQUENTLY IMPACTED NOSE LOW IN A RESIDENTIAL AREA. THE STUDENT WAS WEARING HIS SHOULDER HARNESS & SURVIVED THE ACCIDENT WITH EXTENSIVE LACERATIONS & A BROKEN NOSE. THE CFI WAS NOT WEARING HIS SHOULDER HARNESS; HE SUFFERED MULTIPLE HEAD WOUNDS & DIED ABOUT 2 HRS LATER. AN EXAM OF THE ACFT REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2612

2/22/84

BEVERLY, MA

A/C Reg. No. N60132

Time (Lcl) - 1320 EST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
  2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
  4. AIRCRAFT HANDLING - NOT MAINTAINED -
  5. STALL - UNCONTROLLED -
- 

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2759      9/11/84      NEWBURY,MA      A/C Reg. No. N85819      Time (Lcl) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - AERONCA 11AC  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1250  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL A65  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

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

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

Weather Data

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

Wind Dir/Speed- 200/012 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - 3000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
METHUEN,MA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 62  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total      - 240	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD LOGGED APPROXIMATELY 240 HRS OF FLYING TIME. HE WAS NOT CERTIFICATED TO CARRY PAX. WITNESSES STATED THAT THEY OBSERVED THE ACFT DESCEND AT A SLOW AIRSPEED TO AN ALT OF 100 FT. THE ACFT THEN MADE A STEEP BANK TURN TO THE RIGHT AND IMPACTED THE GROUND IN A STEEP NOSE LOW ATTITUDE. A PRIVATE PILOT WITNESS SAID THAT THE ACFT APPEARED TO BE ON AN APPROACH TO LAND ON THE BEACH WHEN THE TURN WAS MADE & THE ACFT SPUN ABOUT 1/2 TURN BEFORE GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2759

9/11/84

NEWBURY, MA

A/C Reg. No. N85819

Time (Lcl) - 1400 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2686      10/20/84      MENEMSHA,MA      A/C Reg. No. N8063E      Time (Lc1) - 1145 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 206	Eng Make/Model - CONTINENTAL IO-520F	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
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	OFF AIRPORT/STRIP
Method - N/A	PLAINVILLE,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MENEMSHA,MA	Runway Ident - N/A
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	WATER - CHOPPY
Obstructions to Vision- HAZE	FULL STOP	
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,ATP	Current - YES	Total - 5924
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 429
		Instrument- 1036
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Multi-Eng - 3844
		Rotorcraft - 6

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING CLIMB OUT WHEN THE PLT NORMALLY RETRACTED THE LANDING GEAR HE WAS COPYING AN IFR CLEARANCE. THE GEAR WERE NOT RETRACTED AND UPON TOUCHDOWN IN THE POND THE FLOAT ACFT NOSED OVER IN THE 8 FT DEEP WATER.

Brief of Accident (Continued)

File No. - 2686

10/20/84

MENEMSHA, MA

A/C Reg. No. N8063E

Time (Lc1) - 1145 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, HABIT INTERFERENCE - PILOT IN COMMAND
  3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
  4. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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. - 2791      12/18/84      STOW,MA

A/C Reg. No. N14315

Time (Lcl) - 1415 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew  
Pass

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

Make/Model - PIPER PA-18-150  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 330/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BEVERLY,MA  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

MINUTE MAN  
Runway Ident - 03  
Runway Lth/Wid - 2770/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

Current - YES  
Months Since - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2952	Last 24 Hrs	- 1
Make/Model-	1310	Last 30 Days-	UNK/NR
Instrument-	338	Last 90 Days-	30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT AFTER A NORMAL CROSSWIND TOUCHDOWN, THE TAIL SECTION DID NOT DROP AS EXPECTED, BUT ROSE AND  
VEERED LEFT. ACFT SWERVED AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 2791

12/18/84

STOW,MA

A/C Reg. No. N14315

Time (Lcl) - 1415 EST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  2. WEATHER CONDITION - CROSSWIND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2778

9/30/84

CHURCHTON, MD

A/C Reg. No. N5712S

Time (Lc1) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - SCHWEIZER SGS 2-33  
Landing Gear - SKID  
Max Gross Wt - 1040  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 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

CHURCHTON, MD

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LEE

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

GLIDER

Age - 43

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 116

Make/Model- 4

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING GLIDER TOW CLIMBOUT, ENCOUNTER WITH THERMAL RESULTED IN MOMENTARY TOW ROPE SLACK. TOW ROPE SEPARATED IN OVERLOAD WHEN SLACK WAS TAKEN UP. GLIDER PLT SELECTED NEAREST OPEN FLD & SET UP LANDING PATTERN. ON DOWNWIND LEG, PLT NOTED OBSTRUCTIONS IN FLD, ELECTED TO DIVERT TO ANOTHER FLD STRAIGHT AHEAD & RECOGNIZED A DOWNWIND LNDG WOULD BE REQUIRED. DUE TO DOWNHILL SLOPE IN COMBINATION WITH TAILWIND, LNDG ROLL WENT BEYOND CLEAR AREA INTO HIGHER GRASS. ACFT COLLIDED WITH HIDDEN STUMP.

Brief of Accident (Continued)

File No. - 2778

9/30/84

CHURCHTON,MD

A/C Reg. No. N57125

Time (Lcl) - 1500 EDT

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. TERRAIN CONDITION - DOWNHILL
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - NONE SUITABLE
7. UNSUITABLE TERRAIN - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

8. WEATHER CONDITION - TAILWIND
9. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
10. OBJECT - TREE(S)

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2741      4/26/84      TURNER, ME      A/C Reg. No. N3112A      Time (Lcl) - 1130 EST

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145-2H	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NORTH CONWAY, NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TWITCHELL
Wind Dir/Speed- 020/018 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2340/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 389
SE LAND	Months Since - 82	Last 24 Hrs - 1
	Aircraft Type - C140	Make/Model- 22
		Instrument- 5
		Last 30 Days- 6
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT APPROACH, FLAPS DOWN, FOR LNDG. A FLARE WAS MADE NEAR THE APPROACH END OF THE RUNWAY, THEN THE ACFT BALLOONED TO ABOUT 20 FT AGL AND ONCE MORE DESCENDED TO THE RUNWAY SURFACE. ON TOUCHDOWN, THE RIGHT WING TIP APPEARED TO CONTACT THE GROUND. POWER WAS ADDED AND THE ACFT APPEARED FROM VIEW BEHIND BUILDINGS, IN A CLIMBING ATTITUDE. THERE WERE NO WITNESSES TO THE SUBSEQUENT CRASH. WITNESSES REPORTED A STRONG GUSTY CROSSWIND FROM THE RIGHT AT 25 TO 30 KTS.

Brief of Accident (Continued)

File No. - 2741

4/26/84

TURNER, ME

A/C Reg. No. N3112A

Time (Lcl) - 1130 EST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND

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

Finding(s)

4. UNDETERMINED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2610      7/28/84      WATERVILLE, ME      A/C Reg. No. N1JR      Time (Lcl) - 1545 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PANARAMA FLIGHT SERVICE,	SUBSTANTIAL		Fatal	1	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	1	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	2	0
Accident Occurred During	-TAKEOFF						

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

Make/Model	- GATES LEAR JET 25B	Eng Make/Model	- GE 610	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 15500	Engine Type	- TURBOJET		
No. of Seats	- 10	Rated Power	- 2950 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	Destination		Airport Data	
Completeness	- N/A	WHITE PLAINS, NY		LAFLEUR	
Basic Weather	- VMC	ATC/Airspace		Runway Ident	- 05
Wind Dir/Speed	- 045/018 KTS	Type of Flight Plan	- IFR	Runway Lth/Wid	- 5000/ 150
Visibility	- 6.0 SM	Type of Clearance	- UNK/NR	Runway Surface	- ASPHALT
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type Apch/Lndg	- NONE	Runway Status	- DRY
Lowest Ceiling	- UNK/NR				
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 61	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total	- 10440
ME LAND	Months Since - UNK/NR	Make/Model	- 375
	Aircraft Type - UNK/NR	Instrument	- 1197
		Multi-Eng	- 8440
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 76

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING PREFLIGHT PREPARATION FOR DEPARTURE FROM A SHORT FIELD THE PLT FAILED TO REMOVE THE PITOT TUBE COVERS. ON TAKEOFF ROLL, THE STALL WARNING LIGHT BEGAN TO FLICKER. PLT NOTED AIRSPEED WAS NOT REGISTERING BUT DID NOT CONSIDER THIS UNUSUAL IN THE EARLY PART OF A TAKEOFF ROLL. PLT TURNED LEFT STALL WARNING SWITCH OFF, THEN BACK ON, WARNING LIGHT REMAINED ON. PLT THEN INITIATED ABORT PROCEDURES, USING FULL REVERSE THRUST AND BRAKES. THE ACFT OVERRAN RUNWAY BY ABOUT 100 FT AND DOWN A ROUGH EMBANKMENT WHICH SEPARATED THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2610

7/28/84

WATERVILLE, ME

A/C Reg. No. N1JR

Time (Lc1) - 1545 EDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
3. AIRSPEED INDICATOR - DISREGARDED - PILOT IN COMMAND
4. WARNING SYSTEM(OTHER) - ENGAGED
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2      COMPLETE GEAR COLLAPSED  
Phase of Operation      TAKEOFF

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2776

9/18/84

STONINGTON, ME

A/C Reg. No. N2052X

Time (Lc1) - 1930 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - CONTINENTAL D-470  
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 - UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision - UNK/NR  
Precipitation - UNK/NR  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
PORTLAND, ME  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

STONINGTON  
Runway Ident - 07  
Runway Lth/Wid - 2100/ 60  
Runway Surface - GRAVEL  
Runway Status - DRY

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

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

Age - 73  
Biennial Flight Review  
Current - NO  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3000  
Make/Model - 3000  
Instrument - 0  
Last 24 Hrs - UNK/NR  
Last 30 Days - UNK/NR  
Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS DELAYED IN RETURN FLT TO HOME ARPT AND ARRIVED AT THE UNLIGHTED STRIP IN DARKNESS. THE PLT MISJUDGED HIS RUNWAY ALIGNMENT ON APPROACH, COLLIDING WITH TREES 15 FT FROM THE RUNWAY DURING THE LANDING FLARE.

Brief of Accident (Continued)

File No. - 2776

9/18/84

STONINGTON, ME

A/C Reg. No. N2052X

Time (Lc1) - 1930 EDT

---

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

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  3. LIGHT CONDITION - NIGHT
  4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
  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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2795      12/06/84      MILLINOCKET, ME      A/C Reg. No. N699GN      Time (Lcl) - 1235 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	7

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

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

Make/Model - ROCKWELL GULFSTREAM 690B  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 10325  
No. of Seats - 10

Eng Make/Model - GARRETT TPE3315251K  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 718 HP

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

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

Weather Data

Wx Briefing - NWS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY FCSTR  
Basic Weather - IMC  
Wind Dir/Speed- 060/010 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - 500 FT  
Lowest Ceiling - 500 FT OBSCURED  
Obstructions to Vision- BLOWING SNOW  
Precipitation - SNOW  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PORTLAND, ME  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - VOR/TVOR  
STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

MILLINOCKET  
Runway Ident - 29  
Runway Lth/Wid - 4700/ 150  
Runway Surface - SNOW  
Runway Status - SNOW - DRY  
SNOW - COMPACTED

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

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

Age - 33  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 7235  
Make/Model- 1827  
Instrument- 770  
Multi-Eng - 4988  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 155

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT AFTER TOUCHDOWN, ACFT BEGAN A LEFT DRIFT. AS PLT APPLIED CORRECTIVE INPUT, HE NOTED THE LEFT WHEEL WAS IN A SNOW WINDROW, SO ADDITIONAL INPUT WAS MADE TO BREAK WHEEL FREE OF WINDOW. LEFT WHEEL CROSSED WINDROW AS ACFT SWERVED RIGHT BUT PLT WAS UNABLE TO ARREST SWERVE BEFORE NOSE GEAR CONTACTED WINDROW ON RIGHT SIDE, COLLAPSING THE NOSE GEAR. ACFT CONTINUED OFF RIGHT SIDE OF RUNWAY, STRIKING VASI LIGHTS WITH BOTH PROPS AND THE MAIN LNDG GEAR. PLT WAS AWARE ONLY CENTER 75 FT OF 150 FT WIDE RUNWAY HAD BEEN PLOWED AND BELIEVED TOUCHDOWN WAS ON RUNWAY CENTER. A 130 DEGREE RIGHT CROSSWIND OF 10-15 KTS EXISTED AT THE TIME.

Brief of Accident (Continued)

File No. - 2795

12/06/84

MILLINOCKET, ME

A/C Reg. No. N699GN

Time (Lc1) - 1235 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

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

Finding(s)

8. 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) 2,3,4,5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2764

8/12/84

ALPENA,MI

A/C Reg. No. N98967

Time (Lc1) - 1155 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - PIPER PA-12

Eng Make/Model - LYCOMING O-235-C

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 - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALPENA,MI

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 - 48

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 800

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-----

WITNESSES STATED THAT THE ACFT FLEW AT A VERY LOW ALTITUDE OVER THE LAKE PERFORMING WHAT APPEARED TO BE A SERIES OF STALLS AND RECOVERIES WITH THE ACFT CLIMBING STEEPLY TO APRX 150 FT ABOVE THE LAKE AND THEN DROPPING SHARPLY BACK DOWN WITHIN A FEW FEET OF THE WATER. WITNESSES OBSERVED THE ACFT PULL UP ABRUPTLY AS IT REACHED THE SOUTH SHORELINE WHERE A FOREST OF TREES WERE GROWN TO APRX 100 FT. WITNESSES STATED THAT THE ACFT APPEARED TO STALL AND ROLL SHARPLY TO THE LEFT, DESCENDING INTO THE TREES. THERE WAS NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT STRUCTURE, FLT CONTROLS, ENG OR PROP PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 2764

8/12/84

ALPENA,MI

A/C Reg. No. N98967

Time (Lcl) - 1155 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
5. PULL-UP - EXCESSIVE - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2604      10/24/84      BELLEVILLE, MI

A/C Reg. No. N3281T

Time (Lc1) - 1328 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 -NON SCHED,INTL,CARGO

Fire

Crew

Flight Conducted Under -14 CFR 135

NONE

Pass

Accident Occurred During -TAKEOFF

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

Make/Model - BEECH G-18S  
Landing Gear - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt - 9700  
No. of Seats - UNK/NR

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 - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BELLEVILLE, MI

Destination

TORONTO, CD

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

WILLOW RUN

Runway Ident - 32

Runway Lth/Wid - 6914/ 160

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND, SE SEA

GLIDER

Age - 25

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - G-18S

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2845

Make/Model- 168

Instrument- 265

Multi-Eng - 950

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 308

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REACHING 75 KTS ON TAKEOFF ROLL, THE ACFT GROUND LOOPED TO THE LEFT, SHEARING THE MAIN LANDING GEAR IN SIDE OVERLOAD. PLT STATED LEFT GEAR SEEMED TO BE DRAGGING. INVESTIGATION REVEALED NO EVIDENCE OF PRE-EXISTING BRAKE/WHEEL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2604

10/24/84

BELLEVILLE,MI

A/C Reg. No. N3281T

Time (Lc1) - 1328 EDT

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

Finding(s)

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

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2609      10/24/84      TECUNSEH,MI

A/C Reg. No. N5299

Time (Lcl) - 1810 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire NONE      Crew Pass

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

Make/Model - GRUMMAN G-164A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3725  
No. of Seats - 1

Eng Make/Model - P&W R-985-AN1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

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

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

Weather Data

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

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TECUMSEH,MI  
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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 33

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 730      Last 24 Hrs - 6

Make/Model- 93      Last 30 Days- UNK/NR

Instrument- 60      Last 90 Days- 21

Multi-Eng - 30

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE ON AN AERIAL APPLICATION FLIGHT, THE PLT NOTED A CHANGE IN ENGINE SOUND AND A SLIGHT POWER LOSS. DURING TURN TO RETURN TO THE AIRSTRIP FOR PRECAUTIONARY LNDG, COMPLETE POWER LOSS OCCURRED. A FORCED LANDING WAS EXECUTED IN SOFT TERRAIN. ON LNDG ROLL, THE WHEELS SANK IN THE SOFT TERRAIN AND THE ACFT FLIPPED INVERTED. INVESTIGATION REVEALED THE #5 CYLINDER EXHAUST VALVE ROCKER SHAFT AND BOTH RETAINING NUTS (SAFETY WIRE REQUIRED) WERE MISSING.

Brief of Accident (Continued)

File No. - 2609

10/24/84

TECUNSEH,MI

A/C Reg. No. N5299

Time (Lcl) - 1810 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. ENGINE ASSEMBLY,VALVE - INOPERATIVE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2606      10/03/84      GREENBUSH,MN      A/C Reg. No. N37JL      Time (Lcl) - 1650 CDT

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

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

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

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 250 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ST. PAUL,MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GREENBUSH,MN	GREENBUSH MUNICIPAL ARPT.
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1897/ 192
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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1945
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 162
		Instrument- 268
		Last 30 Days- UNK/NR
		Last 90 Days- 163
		Multi-Eng - 413

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING AN UNEVENTFUL APPROACH AND LANDING, THE PLT WAS TAXIING BACK UP THE RUNWAY WHEN THE RIGHT ENGINE QUIT. THE RIGHT SEAT PASSENGER IMMEDIATELY NOTED FLAMES COMING FROM THE ENGINE AND NOTIFIED THE PLT, WHO SWUNG THE ACFT INTO POSITON FOR WIND TO KEEP FLAMES FROM THE WING WHILE SECURING BOTH ENGINE FUEL SHUT-OFF VALVES, HEATER FUEL SHUT-OFF AND THE ACFT ELECTRICAL SYSTEM. PLT ORDERED EVACUATION AND ATTEMPTED TO EXTINGUISH FIRE WITH HAND-HELD EXTINGUISHER. FIRE CONTINUED TO BURN FOR ABOUT 15 MINUTES UNTIL LOCAL FIRE DEPT PUT OUT FLAMES. DAMAGE PRECLUDED DETERMINATION OF FIRE SOURCE, BELIEVED TO BE A BROKEN LINE OR SEPARATED FITTING IN THE ENGINE FUEL SYSTEM WHICH ALLOWS A QUANTITY OF FUEL TO COLLECT IN THE NACELLE BEFORE ENGINE QUIT FROM FUEL STARVATION, FIRE IGNITED, AND PLT CLOSED SHUT-OFF VALVE.

Brief of Accident (Continued)

File No. - 2606

10/03/84

GREENBUSH, MN

A/C Reg. No. N37JL

Time (Lc1) - 1650 CDT

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Occurrence

FIRE

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. FUEL SYSTEM - UNDETERMINED

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----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. - 2605

10/23/84

MINNEAPOLIS,MN

A/C Reg. No. N9844T

Time (Lcl) - 0945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

1

0

Accident Occurred During -DESCENT

NONE

Pass

0

0

0

0

-----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 - 112 HP

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

Weather Data

Itinerary

Airport Proximity

Wx Briefing - FSS

Last Departure Point

OFF AIRPORT/STRIP

Method - UNK/NR

MINNEAPOLIS,MN

Completeness - FULL

Destination

Airport Data

Basic Weather - VMC

LITCHFIELD,MN

Wind Dir/Speed- 240/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - NONE

CRYSTALL

Runway Ident - 23R

Runway Lth/Wid - 2500

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 42

Last 24 Hrs - UNK/NR

Months Since - N/A

Make/Model- 42

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- 1

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

ON INITIAL CLIMB FROM TAKEOFF, THE PLT NOTED THE ENGINE COWLING WAS LOOSE AND VIBRATING. PLT INITIATED A SHALLOW TURN BACK FOR LANDING BUT PREOCCUPATION WITH THE COWLING CAUSED HIM TO ALLOW THE ACFT TO ENTER A STEEP BANK. DURING THE PLT'S ATTEMPTS TO REDUCE BANK ANGLE, THE STALL WARNING HORN CAME ON. THE PLT'S RESPONSE WAS TO INCREASE BACK PRESSURE ON THE ELEVATOR CONTROL AND APPLY RIGHT RUDDER. THE ACFT STALLED AND DESCENDED TO THE GROUND IN UNCONTROLLED FLIGHT.

Brief of Accident (Continued)

File No. - 2605

10/23/84

MINNEAPOLIS,MN

A/C Reg. No. N9844T

Time (Lc1) - 0945 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. MISCELLANEOUS - VIBRATION
3. PULL-UP - EXCESSIVE - PILOT IN COMMAND
4.      IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
5. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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) 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. - 2607      11/03/84      MOORHEAD,MN      A/C Reg. No. N317DK      Time (Lcl) - 1530 CST

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

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

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

Make/Model - KRAGNES ACROSPORT II	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 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	GLYDON,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 195/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3500 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 394
SE LAND	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 95
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

AFTER 20 MIN FLIGHT, ENGINE LOST POWER DUE TO FUEL EXHAUSTION. PLT EXECUTED FORCED LNDG IN ROUGH FIELD, ACFT NOSED OVER ON CONTACT WITH UNEVEN TERRAIN DURING LNDG ROLL. PLT STATED HE MUST HAVE MEASURED FUEL QUANTITY INCORRECTLY DURING LAST REFUELING. ACFT NOT EQUIPPED WITH FUEL GAGE.

Brief of Accident (Continued)

File No. - 2607

11/03/84

MOORHEAD,MN

A/C Reg. No. N317DK

Time (Lc1) - 1530 CST

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

Finding(s)

1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  2. FLUID,FUEL - EXHAUSTION
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
- 

Occurrence #4            NOSE OVER  
Phase of Operation      LANDING

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2729      10/25/84      VICKSBURG, MS      A/C Reg. No. N4873Z      Time (Lcl) - 1650 CDT

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

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

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

Make/Model - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-CL	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VICKSBURG MUNI
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	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-----

DURING PREFLT, PLT DETECTED WATER IN FUEL SAMPLE. AFTER TAKEOFF, THE ENGINE BEGAN TO RUN ROUGHLY AND ON CROSSWIND LEG LOST POWER COMPLETELY. PLT STATED THAT ON APPROACH TO FORCED LANDING, HE INTENTIONALLY STRUCK A TREE WITH THE LEFT WING TO SLOW THE ACFT. INVESTIGATION REVEALED THE CARBURETOR FLOAT CHAMBER TO BE HALF FULL OF WATER.

Brief of Accident (Continued)

File No. - 2729

10/25/84

VICKSBURG,MS

A/C Reg. No. N4873Z

Time (Lc1) - 1650 CDT

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

Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

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

Occurrence #2      FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT

Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. MANEUVER - INTENTIONAL - PILOT IN COMMAND
5. OBJECT - TREE(S)

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

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. - 2735

3/01/84

SALISBURY, NC

A/C Reg. No. N454SR

Time (Lcl) - UNK/NR

-----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 -UNKNOWN

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

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

Make/Model - AERO COMMANDER 1121

Eng Make/Model - GENERAL CJ-610-1

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 17500

Engine Type - TURBOJET

No. of Seats - 2

Rated Power - 2850 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - UNK/NR

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - UNK/NR

Condition of Light - UNK/NR

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - UNK/NR

Type Apch/Lndg - UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

ROWAN 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)

COMMERCIAL

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 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) - HELICOPTER

-----Narrative-----

IN MARCH, 1984, N454SR REPORTEDLY SUSTAINED SUBSTANTIAL DAMAGE DURING A HARD LANDING. THE ACCIDENT WAS REPORTED BY A FORMER FAA INSPECTOR ON 11/29/84.

Brief of Accident (Continued)

File No. - 2735

3/01/84

SALISBURY, NC

A/C Reg. No. N454SR

Time (Lc1) - UNK/NR

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2761      3/23/84      CHARLOTTE, NC      A/C Reg. No. N5HE      Time (Lcl) - 1147 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	5

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

Make/Model - MITSUBISHI MU-2B-20	Eng Make/Model - GARRETT TPE-331-A-151	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt ± 9920	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 705 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PITTSBURGH, PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE, NC	CHARLOTTE/DOUGLAS INTL.
Wind Dir/Speed- 020/008 KTS		Runway Ident - 36
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 7845/ 150
Lowest Sky/Clouds - 15000 FT	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT OVERCAST	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6415
SE LAND, ME LAND	Months Since - 18	Make/Model- 2645
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 398
		Multi-Eng - 3173
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 56
		Rotorcraft - 1319

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON LANDING THE NOSE LANDING GEAR SHEARED OFF THE ACFT. EXAM OF THE NOSE GEAR REVEALED THAT TWO FATIGUE CRACKS HAD PROPOGATED TO THE POINT OF TOTAL FAILURE. THE GEAR WAS THE SUBJECT OF AN AIRWORTHINESS DIRECTIVE THAT REQUIRED INSPECTION OF THE GEAR PERIODICALLY PRIOR TO 4000 HRS TOTAL TIME. THE ACCIDENT LANDING GEAR HAD ACCUMULATED 2371 HRS TOTAL TIME.

Brief of Accident (Continued)

File No. - 2761

3/23/84

CHARLOTTE, NC

A/C Reg. No. N5HE

Time (Lcl) - 1147 EST

---

Occurrence            NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
  2.     MATERIAL INADEQUATE - PRODUCTION/DESIGN PSNL
  3. LANDING GEAR, NOSE GEAR - FATIGUE
  4.     MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
- 

----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. - 2728

8/05/84

FRANKLIN, NC

A/C Reg. No. N5406B

Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NWS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FRANKLIN, NC

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 - 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 - 270

Make/Model- 150

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-----

PLT STATED AN ENCOUNTER WITH A DOWNDRAFT AT 3800 FT MSL CAUSED ACFT COLLISION WITH 2300 FT ELEVATION OF RISING TERRAIN. FBO OVERFLEW AREA WITHIN THE HOUR AND REPORTED CALM WINDS AND NO TURBULENCE. WITNESSES HEARD ACFT MANEUVERING AT LOW ALTITUDE IN VALLEY (VICINITY OF PASSENGER'S HOUSE) PRIOR TO MISHAP.

Brief of Accident (Continued)

File No. - 2728

8/05/84

FRANKLIN, NC

A/C Reg. No. N5406B

Time (Lc1) - 1700 EDT

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

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2709      11/22/84      OAKS,ND      A/C Reg. No. N2759K      Time (Lcl) - 1100 CDT

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

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

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

Make/Model	- LUSCOMBE 8E	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1310	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	ON AIRSTRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	PRIVATE AIRSTRIP	
Wind Dir/Speed-	293/006 KTS	Runway Ident	- 36
Visibility	- 15.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 12000 FT SCATTERED	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	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)	
PRIVATE	Current - YES	Total	- 396
SE LAND	Months Since - 1	Make/Model-	52
FREE BALLOON	Aircraft Type - 8E	Instrument-	12
		Last 24 Hrs	- UNK/NR
		Last 30 Days-	UNK/NR
		Last 90 Days-	47

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT IMMEDIATELY AFTER TOUCHDOWN, THE RIGHT WHEEL SEEMED TO DRAG. RIGHT DRIFT WAS INITIALLY CORRECTED BY USE OF OPPOSITE AILERON TO REDUCE WEIGHT ON RIGHT WHEEL AND RUDDER FOR DIRECTIONAL CONTROL. HOWEVER, AS THE ACFT SLOWED WEIGHT SETTLED ON THE RIGHT WHEEL, THE ACFT SWERVED TO THE RIGHT AND NOSED OVER. POST-MISHAP EXAMINATION OF ACFT BRAKE REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2709

11/22/84

OAKS,ND

A/C Reg. No. N2759K

Time (Lcl) - 1100 CDT

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Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

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

Occurrence #2      NOSE OVER

Phase of Operation      LANDING - ROLL

---

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2617      5/27/84      KEARNEY, NE      A/C Reg. No. N5102Z      Time (Lcl) - 1830 CDT

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

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

-----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	- 2100	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 420 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- 320/020 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</p> <p style="padding-left: 20px;">CORNSTOCK, NE</p> <p>Destination</p> <p style="padding-left: 20px;">KEARNEY, NE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg       - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident        - N/A</p> <p>Runway Lth/Wid     - N/A</p> <p>Runway Surface     - N/A</p> <p>Runway Status      - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER        , FREE BALLOON</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current            - YES</p> <p style="padding-left: 20px;">Months Since      - 4</p> <p style="padding-left: 20px;">Aircraft Type     - 300</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 4142</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model</td> <td>- 22</td> <td>Last 30 Days</td> <td>- 55</td> </tr> <tr> <td>Instrument</td> <td>- 343</td> <td>Last 90 Days</td> <td>- 102</td> </tr> <tr> <td>Multi-Eng</td> <td>- 588</td> <td>Rotorcraft</td> <td>- 109</td> </tr> </table>	Total	- 4142	Last 24 Hrs	- 3	Make/Model	- 22	Last 30 Days	- 55	Instrument	- 343	Last 90 Days	- 102	Multi-Eng	- 588	Rotorcraft	- 109
Total	- 4142	Last 24 Hrs	- 3															
Make/Model	- 22	Last 30 Days	- 55															
Instrument	- 343	Last 90 Days	- 102															
Multi-Eng	- 588	Rotorcraft	- 109															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING RETURN TO ARPT FROM A LOCAL FLIGHT, THE PLT DIVERTED TO OBSERVE PROPERTY OF A PERSONAL FRIEND, LOCATED ALONG A RIVER BANK. THE PLT WAS MAKING A RIGHT TURN ABOUT 200 FT AGL AT 40 TO 50 KTS AIRSPEED WHEN VIBRATION WAS FELT IN THE ANTI-TORQUE PEDALS & THE ACFT ENTERED AN UPRIGHT, VERTICAL DESCENT, SPINNING ABOUT THE VERTICAL AXIS UNTIL IMPACTING THROUGH THE ROOF OF A METAL STORAGE BUILDING LOCATED ON THE PROPERTY. AN INVESTIGATION REVEALED NO MECHANICAL FAILURE OR MALFUNCTION EXCEPT FOR A SLIGHT FLUCTUATION IN THE FREE TURBINE GOVERNOR & FUEL CONTROL WHEN THE ENGINE WAS TEST RUN IN IT'S POST-CRASH CONDITION. THE PLT OF THE MEDICAL RESCUE HELICOPTER RESPONDING TO THE SCENE STATED HE HAD DIFFICULTY CONTROLLING HIS ACFT IN THE VICINITY OF THE CRASH DUE TO TURBULENCE AND DOWNDRAFTS IN A 20 KT WIND ASSOCIATED WITH DENSE FOREST ALONG THE RIVER.

Brief of Accident (Continued)

File No. - 2617

5/27/84

KEARNEY,NE

A/C Reg. No. N5102Z

Time (Lc1) - 1830 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - DOWNDRAFT
3. IN-FLIGHT PLANNING/DECISION - NOT MAINTAINED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2782      6/02/84      CAMPBELL, NE      A/C Reg. No. N70042      Time (Lcl) - 0840 CDT

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

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

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

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	CAMPBELL, NE	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 350/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 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 - UNK/NR		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3188
SE LAND	Months Since - 4	Make/Model- 1434
HELICOPTER	Aircraft Type - 47G	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 22
		Last 90 Days- 51
		Rotorcraft - 346

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A FORCED LANDING IN A MILO FIELD, THE SPRAY BAR CAUGHT IN THE CROP, CAUSING THE ACFT TO PITCH NOSE DOWN BEFORE COMING TO A STOP, DAMAGING THE WINGS AND PROPELLER.

Brief of Accident (Continued)

File No. - 2782

6/02/84

CAMPBELL, NE

A/C Reg. No. N70042

Time (Lc1) - 0840 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE

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 - NONE SUITABLE
3. TERRAIN CONDITION - CROP

Occurrence #4      NOSE DOWN  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2614      7/23/84      BERTRAND,NE      A/C Reg. No. N3968E      Time (Lcl) - 0730 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - PIPER PA-36-375  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3900  
No. of Seats      - 1

Eng Make/Model      - LYCOMING IO-720-D1C  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 375 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
BERTRAND,NE  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

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

Total	- 6275	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N3930E AND N3968E HAD DEPARTED AS A FLIGHT OF TWO FOR AERIAL APPLICATION. THERE WAS NO RECORD OF PREFLIGHT BRIEFING OR COORDINATION PLANNING. AT COMPLETION OF OPERATIONS ON THE OBJECT FIELD, N3930E ADVISED N3968E BY RADIO THAT HE WAS MAKING A FINAL CLEANUP SWATH RUN TOWARD THE NORTH ALONG THE WEST BOUNDARY OF THE FIELD. DURING THIS SWATH RUN, HE OBSERVED N3968E HEADED SOUTHBOUND AND TO THE EAST OF HIS POSITION. ON COMPLETION, N3930E PULLED UP, TURNED RIGHT AND BEGAN A DESCENT TO MAKE AN EASTBOUND CLEANUP RUN ALONG THE NORTH BOUNDARY (NO RADIO ADVISORY). THE TWO ACFT COLLIDED HEAD-ON, LEFT WING TO LEFT WING, SEPARATING THE LEFT OUTBOARD WING PANELS. BOTH ROLLED LEFT INTO SUBSEQUENT UNCONTROLLED COLLISION WITH TERRAIN.

Brief of Accident (Continued)

File No. - 2614

7/23/84

BERTRAND,NE

A/C Reg. No. N3968E

Time (Lc1) - 0730 CDT

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

Finding(s)

1. CREW/GROUP BRIEFING - NOT PERFORMED - PILOT IN COMMAND
2. CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
5. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2614      7/23/84      BERTRAND,NE      A/C Reg. No. N3930E      Time (Lcl) - 0730 CDT

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

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

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

Make/Model	- PIPER PA 36-375	Eng Make/Model	- LYCOMING IO-720-D1C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 375 HP		

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

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

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2176
SE LAND	Months Since - 13	Make/Model- 53
	Aircraft Type - PA28181	Instrument- 2
		Last 24 Hrs - 4
		Last 30 Days- 25
		Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

N3930E AND N3968E HAD DEPARTED AS A FLIGHT OF TWO FOR AERIAL APPLICATION. THERE AS NO RECORD OF PREFLIGHT BRIEFING OR COORDINATION PLANNING. AT COMPLETION OF OPERATIONS ON THE OBJECT FIELD, N3930E ADVISED N3968E BY RADIO THAT HE WAS MAKING A FINAL CLEANUP SWATH RUN TOWARD THE NORTH ALONG THE WEST BOUNDARY OF THE FIELD. DURING THIS SWATH RUN, HE OBSERVED N3968E HEADED SOUTHBOUND AND TO THE EAST OF HIS POSITION. ON COMPLETION, N3930E PULLED UP, TURNED RIGHT AND BEGAN A DESCENT TO MAKE AN EASTBOUND CLEANUP RUN ALONG THE NORTH BOUNDARY (NO RADIO ADVISORY). THE TWO ACFT COLLIDED HEAD-ON, LEFT WING TO LEFT WING, SEPARATING THE LEFT OUTBOARD WING PANELS. BOTH ROLLED LEFT INTO SUBSEQUENT UNCONTROLLED COLLISION WITH TERRAIN.

Brief of Accident (Continued)

File No. - 2614

7/23/84

BERTRAND,NE

A/C Reg. No. N3930E

Time (Lcl) - 0730 CDT

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

Finding(s)

1. CREW/GROUP BRIEFING - NOT PERFORMED - PILOT IN COMMAND
  2. CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND
  3. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
  4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
  5. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

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

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----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. - 2725      6/05/84      HAMPTON, NH      A/C Reg. No. N95007      Time (Lcl) - 1245 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAMPTON, NH
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2050/ 300
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
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 - 81	Last 24 Hrs - 2
SE LAND	Months Since - 23	Make/Model- 81	Last 30 Days- 7
	Aircraft Type - PA-28	Instrument- 3	Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

PURPOSE OF FLT WAS TO OBTAIN ACTUAL EXPERIENCE IN SHORT/SHORT FIELD OPERATIONS. TAKEOFF WAS INITIATED ON A RUNWAY THAT WAS NOT ONLY SHORT AND SOFT, BUT UPHILL AND WITH A 70 DEGREE LEFT CROSSWIND. UNDER THESE CONDITIONS, ACFT PERFORMANCE WAS INADEQUATE TO CLEAR AN 80 FT TREE 200 FT FROM RUNWAY END. IMPACT WITH TREE SEPARATED RT WING.

Brief of Accident (Continued)

File No. - 2725

6/05/84

HAMPTON,NH

A/C Reg. No. N95007

Time (Lcl) - 1245 EDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
3. WEATHER CONDITION - UNFAVORABLE WIND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - INADEQUATE
6. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
7. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2792

7/15/84

NEWMARKET, NH

A/C Reg. No. N1857G

Time (Lcl) - 2055 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

Make/Model - BEECHCRAFT C24R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2750  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-A1B6  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/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 - DUSK

Itinerary

Last Departure Point  
TRENTON, NJ  
Destination  
PORTLAND, ME

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

PLT REPORTED LOSS OF POWER IN FLIGHT AND EXECUTED A FORCED LANDING IN A WOODED AREA. REASON FOR THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2792

7/15/84

NEWMARKET,NH

A/C Reg. No. N1857G

Time (Lcl) - 2055 EDT

-----  
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 TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. TERRAIN CONDITION - NONE SUITABLE  
3. TERRAIN CONDITION - HIGH TERRAIN  
4. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2797      10/07/84      MOULTONBORO,NH      A/C Reg. No. N401GC      Time (Lc1) - 1755 EDT

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

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

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

Make/Model	- BELL 47G3-B1	Eng Make/Model	- LYCOMING VO-435-A1F	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 270 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	MOULTONBORO,VT			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		MOULTONBORO	
Wind Dir/Speed	- CALM			Runway Ident	- N/A
Visibility	- 12.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2229	Last 24 Hrs - 6
NONE	Months Since - 3	Make/Model - 295	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 245
			Rotorcraft - 2220

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ACFT WAS CLIMBING THROUGH A MOUNTAIN SADDLE WHEN THE ENGINE BEGAN TO BACKFIRE AND LOSE POWER. PLT ENTERED AUTOROTATION & SETTLED INTO TREES ON AUTOROTATIVE FLARE. ENGINE INSPECTION REVEALED #3 CYLINDER INTAKE VALVE SPRINGS BROKEN.

Brief of Accident (Continued)

File No. - 2797

10/07/84

MOULTONBORO,NH

A/C Reg. No. N401GC

Time (Lc1) - 1755 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,VALVE - DISABLED

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - HIGH VEGETATION
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

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. - 2682      11/01/84      LACONIA, NH      A/C Reg. No. N32809      Time (Lcl) - 2035 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WIGGINS AIRWAYS	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0
Accident Occurred During	-DESCENT						

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

Make/Model	- BEECH G18S	Eng Make/Model	- P&W R-985-AN-14B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	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	BOSTON, MA	LACONIA
Wind Dir/Speed	- 220/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 26
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	- 5285/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 7025	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 1	Make/Model - 80	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 510	Last 90 Days - 37
		Multi-Eng - 2825	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, SHORTLY AFTER TAKEOFF THE ACFT BEGAN TO PITCH UP, DECELERATE, AND ROLL RIGHT. HE REDUCED POWER AND LOWERED THE NOSE IN AN UNSUCCESSFUL ATTEMPT TO REGAIN CONTROL. THERE WERE NO MECHANICAL MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 2682

11/01/84

LACONIA,NH

A/C Reg. No. N32809

Time (Lc1) - 2035 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. REMEDIAL ACTION - INITIATED - 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. - 2754      1/22/84      PEQUANNOCK,NJ      A/C Reg. No. N8969Z      Time (Lcl) - 1325 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA 310G  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4990  
No. of Seats      - 6

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 250/008 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LINCOLN PARK,NJ  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 35  
Biennial Flight Review  
Current      - NO  
Months Since      - 29  
Aircraft Type - 206U

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	817
Make/Model-	406
Instrument-	46
Multi-Eng -	492
Last 24 Hrs -	0
Last 30 Days-	2
Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

AN FBO MECHANIC REPORTED THAT THE PLT HAD REQUESTED A JUMPSTART. THE WX WAS COLD (20 DEG) & THE INITIAL ATTEMPTED ENG START WAS UNSUCCESSFUL. AFTER BEING PREHEATED, BOTH ENGS WERE STARTED. NOTHING ABNORMAL WAS NOTED DURING TAXI, RUN-UP & THE TAKEOFF ROLL. HOWEVER, DURING THE INITIAL CLIMB, BLACK SMOKE WAS OBSERVED TRAILING FROM THE LEFT ENG. AT APRX 600 FT AGL, THE SMOKE STOPPED & THE ACFT ENTERED A SHALLOW LEFT TURN & STARTED TO LOOSE ALT. THE PLT DECLARED AN EMERGENCY & SAID HE "LOST" HIS LEFT ENG. SUBLSEQUENTLY, THE ACFT WAS OBSERVED TO ROLL, ENTER AN UNCONTROLLED DESCENT & CRASH. WITNESSES HEARD THE SOUND OF ENG POWER, BUT COULD NOT TELL WHETHER IT WAS FROM 1 OR 2 ENGS. NO PREIMPACT, MECHANICAL FAILURE WAS FOUND. THERE WAS EVIDENCE THAT THE GEAR WAS EXTENDED, THE FLAPS WERE UP & BOTH PROPS WERE AT A LOW PITCH (UNFEATHERED) SETTING. THE LEFT PROP BLADES HAD LITTLE ROTATIONAL DAMAGE. A TEST OF THE PLT'S BLOOD SHOWED: COCAINE 0.25 MG/L, BENZOYLECGONINE 3.78 MG/L, MORPHINE 0.32 MG/L, CODEINE 0.07 MG/L & CO2 9.2 TO 18%. THE PLT WAS A HVY SMOKER.

Brief of Accident (Continued)

File No. - 2754

1/22/84

PEQUANNOCK,NJ

A/C Reg. No. N8969Z

Time (Lc1) - 1325 EST

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      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)  
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND  
3.      IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND  
4. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND  
5. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND  
6. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND  
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND  
8.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2742      4/15/84      TOMS RIVER,NJ      A/C Reg. No. N15VP      Time (Lcl) - 1954 EST

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

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

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

Make/Model - BEECH 35-C33	Eng Make/Model - CONTINENTAL IO-470-K	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NO.MYRTLE BEACH,SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TOMS RIVER,NJ	AIR PARK AIRPORT
Wind Dir/Speed- 080/009 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 1.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5953/ 80
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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 - 1543
SE LAND	Months Since - 10	Make/Model- 1543
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT WHEN USING HIS BIFOCAL CORRECTIVE LENSES, HE HAD TO TILT HIS HEAD BACK TO INCLUDE THE ALTIMETER IN HIS INSTRUMENT SCAN. IN THE FINAL PHASE OF THE APPROACH, HE FAILED TO NOTE THE ALTIMETER AND COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 2742

4/15/84

TOMS RIVER,NJ

A/C Reg. No. N15VP

Time (Lc1) - 1954 EST

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

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3.        IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
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) 1,2

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. - 2762      6/19/84      ISLAND BEACH,NJ      A/C Reg. No. N5784M      Time (Lcl) - 0255 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -RACO HELICOPTERS, CORP	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	2	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	1	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - AEROSPATIALE AS-350D	Eng Make/Model - LYCOMING LTS-101-600A2	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4300	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 459 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GARDEN CITY,NY	
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 400 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2200 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - HAIL		
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)
COMMERCIAL	Current - YES	Total - 2186
NONE	Months Since - 5	Make/Model- 38
HELICOPTER	Aircraft Type - 206	Instrument- 52
		Last 24 Hrs - 1
		Last 30 Days- 53
		Last 90 Days- 161
		Rotorcraft - 2186

Instrument Rating(s) - NONE

-----Narrative-----

THE ON-DEMAND AIR TAXI FLT DEPARTED FOR GARDEN CITY WITH ONE PAX. THE REPORTED WEATHER AT THE APRX TIME OF THE ACCIDENT INDICATED LOW CLOUDS, THUNDERSTORM ACTIVITY INCLUDING RAIN AND LIGHTING. ONE WITNESS STATED THAT HE OBSERVED THE HELICOPTER FLYING AT AN ALTITUDE OF APRX 60 TO 80 FEET ABOVE THE WATER. THE HELICOPTER WRECKAGE WAS FOUND THE NEXT DAY ON THE BEACH. THE FLT HAD DELAYED ITS DEPARTUE FROM BADER AFTER A LATE SPECIAL FLT TO ACCOMIDATE ITS PAX. AT THE REQUEST OF THE PAX THE CREW DELAYED THEIR FINAL DEPARTURE OF THE FLT. LATER IN THE TERMINAL THIS DECISION WAS CHANGED AFTER THE CREW CHECKED THE WX. THE CREW PREVAILED UPON THE PAX TO ALLOW AN IMMEDIATE DEPARTURE DUE TO DETERIORATING WX. SHORTLY AFTER THEIR DEPARTURE A PHONE CALL FROM RACO WAS RECEIVED BY THE BADER DISPATCHER INQUIRING ABOUT THE FLT AND ADVISING THEM TO CANCEL DEPARTURE BECAUSE OF THE WX. THIS CALL REPORTEDLY CAME IN BET 0200-0230. WITNESS STATEMENTS VARY ON TIMES CONCERNING THE FLT.

Brief of Accident (Continued)

File No. - 2762

6/19/84

ISLAND BEACH,NJ

A/C Reg. No. N5784M

Time (Lcl) - 0255 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  4. LIGHT CONDITION - DARK NIGHT
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  6. WEATHER CONDITION - CLOUDS
  7. WEATHER CONDITION - LOW CEILING
  8. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
- 

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

Finding(s)

9. ALTITUDE - IMPROPER - PILOT IN COMMAND
  10. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  11. TERRAIN CONDITION - WATER,ROUGH
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2611      6/25/84      MARLBORO,NJ      A/C Reg. No. N40921      Time (Lcl) - 1900 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
MARLBORO,NJ  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MARLBORO  
Runway Ident - 27  
Runway Lth/Wid - 2170/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 363  
Make/Model- 301  
Instrument- 10  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

ON INITIAL CLIMB AFTER TAKEOFF, PLT NOTED A LOSS OF CLIMB PERFORMANCE, EXECUTED STEEP 180 DEGREE TURN TO AVOID HIGH VOLTAGE LINES ON RISING TERRAIN AHEAD. THIS MANEUVER, COUPLED WITH REDUCED POWER RESULTED IN AN AIRSPEED DECREASE TO NEAR STALL SPEED. PLT LOWERED THE NOSE TO PREVENT STALL, COLLIDED WITH TREE TOPS AND LOST FLYING SPEED. PLT MANAGED TO KEEP ACFT UPRIGHT DURING ENSUING MUSH INTO OPEN FIELD BUT GEAR COLLAPSED ON TOUCHDOWN DUE TO HIGH DESCENT RATE. INVESTIGATION REVEALED INNER FLAME TUBE IN MUFFLER HAD DISLODGED, PARTIALLY BLOCKING EXHAUST OUTLET AND RESULTING IN EXCESSIVE ENGINE BACK PRESSURE.

Brief of Accident (Continued)

File No. - 2611

6/25/84

MARLBORO,NJ

A/C Reg. No. N40921

Time (Lc1) - 1900 EDT

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

Finding(s)

1. EXHAUST SYSTEM - BLOCKED(PARTIAL)
  2. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED
- 

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

Finding(s)

3. TERRAIN CONDITION - RISING
  4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  5. OBJECT - TREE(S)
  6. STALL/MUSH
- 

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

Finding(s)

7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
  8. TERRAIN CONDITION - OPEN FIELD
- 

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

Finding(s)

9. LANDING GEAR - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2793      8/04/84      MANAHAWKIN, NJ      A/C Reg. No. N2273F      Time (Lcl) - 1905 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - CESSNA 310L  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5200  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-470-V  
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      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 3.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling      - 9000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
ERWINNA, PA  
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

MANAHAWKIN  
Runway Ident      - 22  
Runway Lth/Wid      - 2696/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s)      - NONE

-----Narrative-----

NOSE WHEEL TIRE BLEW OUT ON LNDG. INVESTIGATION REVEALED STRUCTUAL DAMAGE TO AIRFRAME. INSPECTION OF RUNWAY SHOWED TIRE RIM CONTACT WITH THE SURFACE AND PROP BLADE STRIKES. PLT DID NOT MAKE A STATEMENT.

Brief of Accident (Continued)

File No. - 2793

8/04/84

MANAHAWKIN, NJ

A/C Reg. No. N2273F

Time (Lc1) - 1905 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LANDING GEAR, TIRE - BURST
3. WING, SPAR - OVERLOAD
4. NACELLE/PYLON, 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. - 2777      9/19/84      MEDFORD, NJ      A/C Reg. No. N33396      Time (Lcl) - 1015 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire NONE

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

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

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2050  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

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

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FLYING W  
Runway Ident - 01  
Runway Lth/Wid - 3495/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
UNK/NR

Age - 24  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 366  
Last 24 Hrs - 1  
Make/Model- 15  
Last 30 Days- UNK/NR  
Instrument- 40  
Last 90 Days- 98  
Multi-Eng - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ENGINE RUN-UP, RIGHT MAGNETO HAD EXCESSIVE RPM DROP. PLT LEANED MIXTURE FOR BURN-OUT AND INAVVERTENTLY SHUT DOWN ENGINE. AFTER RESTART, PLT RAN ENGINE WITH LEAN MIXTURE; SUBSEQUENT MAGNETO CHECK WAS WITHIN LIMITS. AT 300 FT AGL ON INITIAL CLIMB, ENGINE BEGAN TO LOSE POWER. PLT DETERMINED SAFE FLIGHT COULD NOT BE MAINTAINED, SHUT DOWN ENGINE AND EXECUTED A FORCED LANDING. GEAR COLLAPSED ON ROUGH TERRAIN. INVESTIGATION FAILED TO DISCLOSE REASON FOR POWER LOSS.

Brief of Accident (Continued)

File No. - 2777

9/19/84

MEDFORD,NJ

A/C Reg. No. N33396

Time (Lcl) - 1015 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2796      11/10/84      MARLBORO,NJ      A/C Reg. No. N3515H      Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH			0	0	0	2

-----Aircraft Information-----

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DOYLESTOWN,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARLBORO
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2170/ 40
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 492
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 43
		Last 30 Days- UNK/NR
		Instrument- 188
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT ON LATE FINAL, WITH AIRSPEED AND DESCENT PATH NORMAL, ACFT ENCOUNTERED DOWNDRAFT AND COLLIDED WITH UPSLOPE AT RUNWAY THRESHOLD BEFORE CORRECTIVE ACTION COULD BE TAKEN. A 60 DEGREE LEFT CROSSWIND OF 15 KTS EXISTED AT THE TIME.

Brief of Accident (Continued)

File No. - 2796

11/10/84

MARLBORO,NJ

A/C Reg. No. N3515H

Time (Lcl) - 1300 EST

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - DOWNDRAFT

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. TERRAIN CONDITION - UPHILL

----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. - 2697      8/06/84      FARMINGTON, NM      A/C Reg. No. N601SP      Time (Lcl) - 1054 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-AERIAL OBSERVATION	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-PUBLIC USE	Fire		Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	ON GROUND		Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA R172E	Eng Make/Model	- CONTINENTAL IO-360-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 195 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	FARMINGTON, NM	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 180/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility	- 30.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Clearance	Runway Surface - N/A
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	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 - UNK/NR	Total - 4435	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 2121	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 386	Last 90 Days - 79
		Multi-Eng - 2156	Rotorcraft - 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER BEING AIRBORNE 1 HOUR AND 10 MINUTES THE TRAFFIC SURVEILLANCE FLT WAS CANCELLED. THE PLT TRANSMITTED TO THE POLICE UNITS ON THE GROUND THAT HE WOULD "BUZZ" THEM AS HE LEFT THE AREA. DURING THIS PASS THE ACFT STRUCK A HIGH VOLTAGE TRANSMISSION LINE 88.9 FT AGL. THE ACFT IMPACTED OUT OF CONTROL IN APRX 70 DEG ANGLE OF BANK 216 FT FROM THE WIRE-STRIKE. MOST OF THE WRECKAGE WAS CONSUMED BY POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 2697

8/06/84

FARMINGTON,NM

A/C Reg. No. N601SP

Time (Lc1) - 1054 MDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
  3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  5. OBJECT - WIRE,TRANSMISSION
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND
- 

Occurrence #3        FIRE  
Phase of Operation    OTHER

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-----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. - 2758

9/16/84

MEADOW LAKE, NM

A/C Reg. No. N5895D

Time (Lcl) - 0909 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	1	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-18  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 190/010 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALBUQUERQUE, NM

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

VALENCIA COMMUNITY

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 69

Make/Model- 63

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 21

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE PLT MAKE A X-WIND APCH FOR A LANDING FROM WEST TO EAST IN WINDS THAT WERE FROM THE SOUTH AT 10 TO 12 MPH. REPORTEDLY THE ACFT TOUCHED DOWN WITH THE RIGHT WING HIGH, THEN THE PLT APPLIED POWER & INITIATED A GO-AROUND AT ABOUT MIDFIELD. THE ACFT LIFTED OFF AT A SLOW SPEED & IMMEDIATELY TURNED NORTH, THEN TURNED BACK RIGHT TO THE EAST-NORTHEAST. ONE WITNESS STATED THAT THE ACFT WAS FLYING ABOUT 30 TO 40 FT OFF THE GROUND WHEN THE NOSE ROSE SHARPLY & THE ACFT ASCENDED TO ABOUT 100 FT AGL. THE ACFT THEN ENTERED A STEEP DESCENT & CRASHED. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THE DENSITY ALT AT THE ARPT WAS CALCULATED TO BE 8158 FT.

Brief of Accident (Continued)

File No. - 2758

9/16/84

MEADOW LAKE, NM

A/C Reg. No. N5895D

Time (Lcl) - 0909 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
7. LIFT-OFF - PREMATURE - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. 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) 6,9

Factor(s) relating to this accident is/are finding(s) 1,2,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2623      10/13/84      GABBS,NV

A/C Reg. No. N6488N

Time (Lcl) - 1345 PDT

-----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 - DEMO  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA T210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data  
Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 300/015 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  
FRESNO,CA  
Destination  
GABBS,NV

ATC/Airspace  
Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - GO AROUND  
FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data  
GABBS  
Runway Ident - N/A  
Runway Lth/Wid - 3300/ 500  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 15587  
Make/Model- 195  
Instrument- 1715  
Multi-Eng - 8584  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 201

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING TOUCHDOWN, THE ACFT BOUNCED AND BALLOONED BACK INTO THE AIR. PLT APPLIED FULL THROTTLE FOR GO-AROUND, BUT ENGINE RESPONDED WITH PARTIAL POWER, INSUFFICIENT FOR SUCCESSFUL GO-AROUND. PLT THEN CUT THROTTLE IN ATTEMPT TO REMAIN WITHIN AIRPORT CONFINES BUT POWER REMAINED THE SAME. PLT THEN PLACED MIXTURE IN CUT-OFF AS ACFT OVERRAN THE RUNWAY AND CROSSED A ROAD INTO ROUGH TERRAIN. ALTHOUGH THE ENGINE PERFORMED NORMALLY IN TEST RUN, NO INFORMATION WAS MADE AVAILABLE REGARDING POSSIBLE THROTTLE CONTROL MALFUNCTION.

Brief of Accident (Continued)

File No. - 2623

10/13/84

GABBS,NV

A/C Reg. No. N6488N

Time (Lcl) - 1345 PDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      LANDING

Finding(s)

3. UNDETERMINED

Occurrence #3      OVERRUN  
Phase of Operation      LANDING

Finding(s)

4. REMEDIAL ACTION - NOT POSSIBLE - 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) 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. - 2640

3/08/84

SCRIBA,NY

A/C Reg. No. N5649L

Time (Lcl) - 1200 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	1	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - AMERICAN AVIATION CORPORA-1	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - NO -N/A
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 - 108 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
FULTON,NY  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 110/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 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

Certificate(s)/Rating(s)  
STUDENT

Age - 31

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 17	Last 24 Hrs - 0
Make/Model- 17	Last 30 Days- 10
Instrument- 0	Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS LOCATED, AFTER A 4 DAY SEARCH, IN A GRAVEL PIT 8 MILES FROM POINT OF DEPARTURE. WRECKAGE EXAMINATION REVEALED ACFT COLLIDED WITH TERRAIN IN VERTICAL DESCENT WITH NIL FORWARD SPEED. INVESTIGATION OF POWER PLANT REVEALED NO EVIDENCE OF TORQUE OR POWER BEING DELIVERED TO THE PROP AT IMPACT. PLT WAS USING AUTOMOTIVE FUEL WITH UNMODIFIED CARBURETOR IN EXTREME LOW TEMPERATURE ENVIRONMENT, CONDITIONS CONDUCIVE TO AN EXTREME OVER RICH MIXTURE SITUATION. GRAVEL PIT WAS ONLY OPEN SPOT IN WOODED AREA.

Brief of Accident (Continued)

File No. - 2640

3/08/84

SCRIBA,NY

A/C Reg. No. N5649L

Time (Lc1) - 1200 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      UNKNOWN

Finding(s)

1. FUEL SYSTEM,CARBURETOR - INCORRECT
2. FLUID,FUEL GRADE - INCORRECT
3. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - 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) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2642

5/06/84

SHIRLEY, NY

A/C Reg. No. N4410Z

Time (Lcl) - 1450 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -AERIAL TOW

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

Crew

Pass

ON GROUND

-----Aircraft Information-----

Make/Model - PIPER PA-18-150

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 - 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- 170/011 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

BROOKHAVEN

Runway Ident - 15

Runway Lth/Wid - 4325/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 53

Biennial Flight Review

Current - NO

Months Since - 27

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 325

Make/Model- 14

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- 4

Last 90 Days- 13

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING WITH A GLIDER IN TOW, THE TOW ACFT PITCHED NOSE UP. THE GLIDER & TOW PLTS RELEASED THE TOW ROPE & THE GLIDER PLT LANDED SAFELY. THE TOW ACFT MAINTAINED A NOSE HIGH ATTITUDE, STALLED, THEN ENTERED AN UNCONTROLLED DESCENT & CRASHED. AN INVESTIGATION REVEALED THAT THE LOWER ELEVATOR CONTROL CABLE WAS NOT ATTACHED TO THE CONTROL HORN. THE ATTACH BOLT WAS LOCATED WITH ONLY ITS TIP IN THE HOLE OF THE LOWER CONTROL HORN. THE ASSOCIATED NUT & COTTER PIN WERE NOT FOUND. THE ACFT LOG SHOWED THAT AN ANNUAL INSPECTION WAS PERFORMED ABOUT 30 FLT HRS PRIOR TO THE ACCIDENT. AT THAT TIME, THE CONTROLS WERE LUBRICATED & CHECKED & THE AIRFRAME WAS RE-COVERED WITH FABRIC. THE PLT'S LAST BIENNIAL FLT REVIEW WAS ON 2/7/82.

Brief of Accident (Continued)

File No. - 2642

5/06/84

SHIRLEY, NY

A/C Reg. No. N4410Z

Time (Lc1) - 1450 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. FLIGHT CONTROL, ELEVATOR - DISCONNECTED
4. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
5. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. AIRCRAFT HANDLING - 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) 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. - 2780

6/09/84

FULTON, NY

A/C Reg. No. N9845H

Time (Lcl) - 2200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 182R II  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

OSWEGO CO.  
Runway Ident - 24  
Runway Lth/Wid - 4000/ 100  
Runway Surface - MACADAM  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 56  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1375  
Make/Model- 56  
Instrument- 285  
Multi-Eng - 75  
Last 24 Hrs - 6  
Last 30 Days- UNK/NR  
Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE ACFT BOUNCED INTO THE AIR ON A HARD LANDING AT NIGHT, THE PLT APPLIED BACK PRESSURE ON THE YOKE. ACFT STALLED BACK TO THE RUNWAY, DAMAGING NOSE GEAR/FIREWALL STRUCTURE AND LEFT WING TIP. PLT STATED MOST OF HIS EXPERIENCE WAS IN ACFT CONFIGURED WITH CONVENTIONAL LNDG GEAR (TAIL WHEEL) AND THAT HE WAS NOT SURE OF PROPER PROCEDURES FOR A BOUNCED LANDING RECOVERY IN ACFT CONFIGURED WITH TRICYCLE LNDG GEAR.

Brief of Accident (Continued)

File No. - 2780

6/09/84

FULTON, NY

A/C Reg. No. N9845H

Time (Lc1) - 2200 EDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2798      7/08/84      ONEONTA, NY      A/C Reg. No. N66534      Time (Lcl) - 1125 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-CATSKILL AIRWAYS, INC.	SUBSTANTIAL				
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-LANDING			0	0	0
						None
						1
						2

-----Aircraft Information-----

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520-CB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 258 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRSTRIP	
Method	- UNK/NR	FLUSHING, NY			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	ONEONTA, NY		ONEONTA	
Wind Dir/Speed	- 012 KTS	ATC/Airspace		Runway Ident	- 24
Visibility	- UNK/NR	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3400/ 75
Lowest Sky/Clouds	- SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 7476	Last 24 Hrs - 2
ME LAND	Months Since - 5	Make/Model - 462	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 43	Last 90 Days - 92
		Multi-Eng - 5679	

Instrument Rating(s) - UNK/NR

-----Narrative-----

PLT STATED HE WAS MAKING MULTIPLE COMMUNICATIONS ON BASE LEG, TALKING ON COMPANY FREQ AS WELL AS UNICOM, WHILE ADJUSTING HIS PATTERN TO ACCOMODATE SLOW TRAFFIC ON THE RUNWAY AND MAINTAINING ACFT HANDLING IN GUSTY WIND CONDITIONS. GEAR HANDLE WAS SELECTED TO DOWN POSITON AND VERIFIED ON CHECKLIST REVIEW; HOWEVER, PLT DID NOT CHECK GEAR DOWN PANEL LIGHTS DUE TO LINE-OF-SIGHT INTERFERENCE BY RIGHT SIDE CONTROL YOKE AND COMMUNICATIONS/TRAFFIC DISTRACTIONS. ON POWER REDUCTION FOR FLARE, LNDG WARNING HORN DID NOT SOUND (RELAY CONNECTED TO GEAR HANDLE). ACFT WAS LANDED WHEELS-UP. INSPECTION REVEALED GEAR HAD PARTIALLY EXTENDED WHEN EXTENSION MOTOR FAILED.

Brief of Accident (Continued)

File No. - 2798

7/08/84

ONEONTA,NY

A/C Reg. No. N66534

Time (Lc1) - 1125 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
  4. LANDING GEAR - NOT ATTAINED - PILOT IN COMMAND
  5.        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) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2757      7/16/84      NEWCOMB,NY      A/C Reg. No. N8345A      Time (Lcl) - 2335 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AERO-VENTURE, INC.	DESTROYED					
Type of Operation	-NON SCHED,INTL,CARGO	Fire	Crew	2	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- PIPER PA-34-220T	Eng Make/Model	- CONTINENTAL TS10-360-KB	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 220 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE		
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	SAME AS ACC/INC	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
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)
COMMERCIAL	Current - YES	Total - 1510
SE LAND,ME LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - 34-220T	Instrument- 145
		Multi-Eng - 210
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS OPERATING IN ACCORDANCE WITH F.A.R. PART 135. THE PLT FILED A VFR FLT PLAN AND WAS CRUISING AT AN ALTITUDE OF 5,500 FT WHEN CLOUDS WERE ENCOUNTERED. THE PLT ATTEMPTED TO DESCEND TO 3,500 BUT COLLIDED WITH THE SANTANONI MOUNTAIN AT AN ELEVATION OF 3500 FT. THE MOUNTAIN IS 4607 FT HIGH.

Brief of Accident (Continued)

File No. - 2757

7/16/84

NEWCOMB,NY

A/C Reg. No. N8345A

Time (Lcl) - 2335 EDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
5. DESCENT - PERFORMED - PILOT IN COMMAND
6. ALTITUDE - IMPROPER - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
9. TERRAIN CONDITION - HIGH TERRAIN
10. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,10

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2734      8/17/84      ISLIP, NY      A/C Reg. No. N739SF      Time (Lcl) - 1841 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<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 - 5.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT</p> <p>Lowest Ceiling - 4000 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 ATLANTIC CITY, NJ</p> <p>Destination RONKONKOMA, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data MACARTHUR</p> <p>Runway Ident - 06</p> <p>Runway Lth/Wid - 5999/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 861
SE LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 340
		Last 30 Days- 2
		Instrument- 310
		Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

COMMUNICATIONS WITH TWR INDICATE PLT INTENDED TO TOUCH DOWN AS CLOSE TO THE END OF THE RUNWAY AS POSSIBLE. ACFT TOUCHED DOWN 20 YDS SHORT OF HARD SURFACE IN GRAVEL. RWY NOTAM STATED 18 IN DEPRESSION AT THRESHHOLD EDGE.

Brief of Accident (Continued)

File No. - 2734

8/17/84

ISLIP, NY

A/C Reg. No. N739SF

Time (Lcl) - 1841 EDT

Occurrence #1       UNDERSHOOT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2.       IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2       IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2745      9/22/84      NEW YORK, NY      A/C Reg. No. N49533      Time (Lcl) - 1628 EDT

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-ISLAND HELICOPTER CORP.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	8
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA-360C	Eng Make/Model	- T-MECA XV111A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5740	Engine Type	- TURBOSHAFT		
No. of Seats	- 14	Rated Power	- 871 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NWS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	E. 34TH ST. HELIPORT	
Wind Dir/Speed	- 190/013 KTS	Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Runway Lth/Wid	- 304/ 100
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3095	Last 24 Hrs - 3
NONE	Months Since - 1	Make/Model - 840	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 163
			Rotorcraft - 3095

Instrument Rating(s) - NONE

-----Narrative-----

DURING APPROACH TO HELIPORT, THE PLT HEARD TWO LOUD "POPS" FROM THE ENGINE. THE PLT ACTIVATED THE EMERGENCY FLOATS AND CONTINUED THE APPROACH. THE PLT STATED THAT THE "POPPING", RECOGNIZED AS A COMPRESSOR STALL STARTED AGAIN ON FINAL. HE LOWERED THE COLLECTIVE AND THE ACFT DESCENDED RAPIDLY WHICH TERMINATED WITH A HARD LANDING. THE TAIL BOOM BECAME DISCONNECTED FROM THE MAIN BODY AND THE ROTOR BLADE STRUCK THE VERTICAL FIN. THERE WAS NO INDICATION OF THE REASON FOR THE COMPRESSOR STALL.

Brief of Accident (Continued)

File No. - 2745

9/22/84

NEW YORK,NY

A/C Reg. No. N49533

Time (Lc1) - 1628 EDT

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Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. ENGINE ASSEMBLY - FAILURE,PARTIAL
  2. ENGINE ASSEMBLY - UNDETERMINED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
  5. MISC ROTORCRAFT,EMERGENCY FLOATATION GEAR - ENGAGED
- 

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
  7. FLARE - NOT ATTAINED - PILOT IN COMMAND
  8. ROTOR RPM - INADEQUATE - PILOT IN COMMAND
  9. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,7,8,9

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. - 2779      10/07/84      BATAVIA, NY      A/C Reg. No. N50157      Time (Lcl) - 1850 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

	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/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- 160/006 KTS  
Visibility     - 6.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - 7500 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation   - NONE  
Condition of Light   - DUSK

Itinerary

Last Departure Point  
GLENS FALLS, NY  
Destination  
BATAVIA, NY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance   - NONE  
Type Apch/Lndg      - STRAIGHT-IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GENESEE CO  
Runway Ident    - 28  
Runway Lth/Wid   - 4400/ 75  
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   - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 291	Last 24 Hrs	- 3
Make/Model-	270	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED EN ROUTE TIME WAS LONGER THAN ANTICIPATED. ON ARRIVAL AT DESTINATION, DEEP DUSK CONDITIONS COMBINED WITH HAZE, RESTRICTED GROUND REFERENCE CUES. IN ADDITION, PLT STATED HE MISREAD THE ALTIMETER. ACFT COLLIDED WITH TREES 1 MILE SHORT OF RUNWAY. PLT HAD 0.5 HOURS NIGHT FLYING.

Brief of Accident (Continued)

File No. - 2779

10/07/84

BATAVIA,NY

A/C Reg. No. N50157

Time (Lc1) - 1850 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. ALTIMETER - MISREAD - PILOT IN COMMAND
4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. WEATHER CONDITION - HAZE
7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2773      10/07/84      CORAM,NY      A/C Reg. No. N76BP      Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model      - CHAMPION 7KCAB	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      - 1650	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 150 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b> ON AIRPORT
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point SHIRLEY,NY	
Method      - N/A	Destination CORAM,NY	<b>Airport Data</b>
Completeness      - N/A		CORAM
Basic Weather      - VMC	<b>ATC/Airspace</b>	Runway Ident      - 06
Wind Dir/Speed-      UNK/NR	Type of Flight Plan      - NONE	Runway Lth/Wid      - 2000/ 50
Visibility      - 25.0      SM	Type of Clearance      - NONE	Runway Surface      - DIRT
Lowest Sky/Clouds      - CLEAR	Type Apch/Lndg      - TRAFFIC PATTERN	Runway Status      - DRY
Lowest Ceiling      - NONE		
Obstructions to Vision-      NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

<b>Pilot-In-Command</b>	Age      - 28	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - NO	Total      - 145
SE LAND	Months Since      - 0	Last 24 Hrs      - 2
	Aircraft Type      - UNK/NR	Make/Model-      16
		Last 30 Days-      UNK/NR
		Instrument-      5
		Last 90 Days-      40

Instrument Rating(s)      - NONE

-----Narrative-----

PLT STATED ROUGH CONDITION OF RUNWAY SURFACE MADE DIRECTIONAL CONTROL DIFFICULT. THE LEFT WHEEL OVERRAN THE RUNWAY EDGE WHICH WAS BOUNDED BY A DIRT RIDGE. PLT WAS UNABLE TO BRING THE LEFT WHEEL BACK ONTO THE PREPARED SURFACE AS RIDGE DIMENSIONS INCREASE FURTHER DOWN THE RUNWAY EVENTUALLY RISING TO MEET UNDERSIDE OF ACFT/LANDING GEAR STRUTS.

Brief of Accident (Continued)

File No. - 2773

10/07/84

CORAM, NY

A/C Reg. No. N76BP

Time (Lc1) - 1700 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED\*- PILOT IN COMMAND
  2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2687      10/07/84      CORINTH,NY      A/C Reg. No. N26759      Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model    - GRUMMAN AMERICAN AA5A  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 1850  
No. of Seats   - 2

Eng Make/Model - LYCOMING O-320-E2G  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method             - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-    VARIABLE  
Visibility          - 12.0    SM  
Lowest Sky/Clouds   - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation       - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
PISECO,NY  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident        - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 31

Biennial Flight Review

Current            - YES  
Months Since      - 14  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 775	Last 24 Hrs	- 3
Make/Model-	228	Last 30 Days-	UNK/NR
Instrument-	140	Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN APRX 45 MIN FLIGHT THE PLT BECAME DISORIENTED AND FLEW AN APCH TO A SOD AREA THAT HE MISTAKENLY IDENTIFIED AS HIS DESIRED DEST. DURING THE APCH THE ACFT CONTACTED WIRES CAUSING THE ACFT TO DESCEND OUT OF CONTROL INTO A RIVER.

Brief of Accident (Continued)

File No. - 2687

10/07/84

CORINTH,NY

A/C Reg. No. N26759

Time (Lc1) - 1700 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  2. LANDED AT WRONG AIRPORT - ATTEMPTED - PILOT IN COMMAND
  3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  4. OBJECT - WIRE,TRANSMISSION
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER,GLASSY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2683

10/22/84

WAPPINGER FALLS,NY

A/C Reg. No. N4904B

Time (Lcl) - 1350 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152II

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 8000 FT OVERCAST

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

DUTCHESS COUNTY

Runway Ident - 24

Runway Lth/Wid - 5001/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 51

Last 24 Hrs - 0

Make/Model- 51

Last 30 Days- UNK/NR

Instrument- 2

Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT STATED THAT DURING THE FLARE THE ACFT DRIFTED LEFT TOWARD THE RWY LIGHTS. A GO-AROUND WAS INITIATED WITH POWER AND THE ACFT FLEW OVER THE LIGHTS BUT COLLIDED WITH THE UNIMPROVED GRASSY TERRAIN, COMING TO REST APRX 30 FT LEFT OF THE RWY.

Brief of Accident (Continued)

File No. - 2683

10/22/84

WAPPINGER FALLS, NY

A/C Reg. No. N4904B

Time (Lc1) - 1350 EDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
  3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
  5. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2676      11/01/84      ANDES,NY      A/C Reg. No. N64182      Time (Lc1) - 1514 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BINGHAMTON,NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DANBURY,CT	DELANEY
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- HAZE	PRECAUTIONARY LANDING	HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 115
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 49
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE ENCOUNTERED DETERIORATING VISIBILITY DUE TO HAZE & HE ELECTED TO LAND IN AN UNIMPROVED FIELD. THE 1ST APPROACH WAS ABORTED; HOWEVER, THE ACFT TOUCHED DOWN ON THE 2ND APPROACH. AFTER TOUCHING DOWN, THE PLT REALIZED THE FIELD WAS TOO SHORT. HE INITIATED A TAKEOFF, BUT THE ACFT WOULD NOT CLEAR BRUSH AT THE END OF THE FIELD & SUBSEQUENTLY COLLIDED WITH THE BRUSH AND TREES.

Brief of Accident (Continued)

File No. - 2676

11/01/84

ANDES,NY

A/C Reg. No. N64182

Time (Lc1) - 1514 EST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HAZE
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. ABORTED LANDING - DELAYED - 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) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2790      11/27/84      MILLBROOK, NY      A/C Reg. No. N3709K      Time (Lcl) - 1700 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	-TAXI					

-----Aircraft Information-----

Make/Model	- GLOBE GC-1B	Eng Make/Model	- CONTINENTAL C-125-2	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1710	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 125 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	SKY ACRES
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 17
Lowest Sky/Clouds	Type of Clearance	- 3885/ 20
Lowest Ceiling	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- TRAFFIC PATTERN	- ASPHALT
Precipitation		Runway Status
Condition of Light		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 348
SE LAND	Months Since	- 0	Make/Model - 420
	Aircraft Type	- UNK/NR	Instrument - 8
			Last 24 Hrs - 0
			Last 30 Days - UNK/NR
			Last 90 Days - 2

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT WHILE TAXIING OFF THE RUNWAY ONTO THE TAXIWAY, A GUST OF WIND CAUSED THE ACFT TO DRIFT LEFT. PLT STATED HE OVER CORRECTED WITH RUDDER AND POWER; ACFT SWERVED RIGHT, OFF THE NARROW PREPARED SURFACE AND DOWN A STEEP EMBANKMENT.

Brief of Accident (Continued)

File No. - 2790

11/27/84

MILLBROOK, NY

A/C Reg. No. N3709K

Time (Lcl) - 1700 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAXI

Finding(s)

4. TERRAIN CONDITION - DOWNHILL
5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2645      12/17/84      BAINBRIDGE,NY      A/C Reg. No. N6099Y      Time (Lcl) - 2300 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-SUSQUEHANNA AIRLINES, INC	DESTROYED		Fatal	2	Serious	0	Minor	0	None	0
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire		Crew	2	0	0	0	0	0	
Flight Conducted Under	-14 CFR 135	NONE		Pass	2	0	0	0	0	0	
Accident Occurred During	-APPROACH										

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	BINGHAMTON,NY			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		SIDNEY	
Wind Dir/Speed	- CALM			Runway Ident	- 07
Visibility	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- 4220/ 75
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- UNK/NR	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- FOG	Type Apch/Lndg	- VALLEY/TERRAIN FOLLOWING		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 4450	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 2	Make/Model- 675	Last 30 Days- UNK/NR
	Aircraft Type - GLFSTRM	Instrument- 850	Last 90 Days- 280
		Multi-Eng - 3950	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

VFR CONDITIONS PREVAILED WHEN THE FLT DEPARTED BINGHAMTON, NY. THE DESTINATION WAS REPORTED AS CLEAR UNTIL JUST PRIOR TO THE ESTIMATED TIME OF ARRIVAL, THEN FOG BEGAN TO FORM. WITNESSES WHO HEARD THE ACFT, JUST PRIOR TO THE ACCIDENT, REPORTED HEAVY FOG. AFTER MAKING AN APCH TO RWY 7, THE ACFT TURNED TO A HEADING OF ABOUT 220 DEG, THEN COLLIDED WITH TREES ON A WOODED HILL, .85 MI NORTH OF THE ARPT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE ELEVATION OF THE MAIN WRECKAGE WAS 1395 FT; THE ARPT ELEVATION WAS 1027 FT.

Brief of Accident (Continued)

File No. - 2645

12/17/84

BAINBRIDGE, NY

A/C Reg. No. N6099Y

Time (Lc1) - 2300 EST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - FOG
  3. GO-AROUND - PERFORMED - PILOT IN COMMAND
  4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

5. TERRAIN CONDITION - HIGH TERRAIN
  6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  7. OBJECT - TREE(S)
  8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2692      3/30/84      KELLEYS ISLAND, OH      A/C Reg. No. N30204      Time (Lcl) - 1815 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	1	0	

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination	Airport Data
Completeness - N/A	PORT CLINTON, OH	KELLEY'S ISLAND
Basic Weather - VMC	ATC/Airspace	Runway Ident - 18
Wind Dir/Speed- VARIABLE	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 25
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - 8000 FT SCATTERED	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 99
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, ROTATION OCCURRED ABOUT 3/5 OF THE WAY DOWN THE GRAVEL STRIP AND THE ACFT CLIMBED TO 20-30 FT WHEN THE POWER LOSS OCCURRED. IN AN EFFORT TO MAINTAIN ALT THE NOSE ATTITUDE WAS INCREASED AND THE TAIL OF THE ACFT STRUCK THE TREES AND THEN THE GROUND. THE PLT WAS UNABLE TO REMEMBER THE SPEED AT LIFTOFF STATING THAT HE WAS CONCENTRATING ON THE OBSTACLES AT THE END OF THE RWY. DURING AND ENG TEST RUN THE ENG PERFORMED SATISFACTORILY WITH NO MECHANICAL MALFUNCTIONS DISCOVERED.

Brief of Accident (Continued)

File No. - 2692

3/30/84

KELLEYS ISLAND, OH

A/C Reg. No. N30204

Time (Lc1) - 1815 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. UNDETERMINED
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

4. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

5. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2603      11/14/84      STRONGVILLE, OH

A/C Reg. No. N4739W

Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	2

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During   -DESCENT

Fire                            NONE  
Crew                            Pass

-----Aircraft Information-----

Make/Model      - ROCKWELL 114  
Landing Gear    - TRICYCLE-RETRACTABLE  
Max Gross Wt    - 3260  
No. of Seats     - 4

Eng Make/Model - LYCOMING IO-540-T4A5D  
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           - TELEPHONE  
Completeness    - WEATHER NOT PERTINENT

Itinerary

Last Departure Point  
STRONGVILLE, OH  
Destination  
LORAIN, OH

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Basic Weather    - VMC  
Wind Dir/Speed- 170/005 KTS  
Visibility       - 20.0 SM  
Lowest Sky/Clouds - 25000 FT THIN BKN  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - FORCED LANDING

Runway Ident      - N/A  
Runway Lth/Wid    - N/A  
Runway Surface    - N/A  
Runway Status     - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND  
HELICOPTER

Age - 36  
Biennial Flight Review  
Current           - YES  
Months Since      - 5  
Aircraft Type      - 114

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 426	Last 24 Hrs	- UNK/NR
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	30
		Rotorcraft	- 197

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS AWARE RUNWAY HAD A PRONOUNCED DIP JUST PRIOR TO ROTATION AREA OF HIS ACFT. PASSING THE DIP ON TAKEOFF ROLL, HE FELT A "SHIMMY" WHICH HE ATTRIBUTED TO NOSE GEAR REACTION TO THE DIP. PLT CONSIDERED ABORTING TAKEOFF, BUT FELT INSUFFICIENT RUNWAY REMAINED. ON INITIAL CLIMB, ACFT BEGAN SEVERE VIBRATION, CLIMB ABOVE 100 FT AGL NOT POSSIBLE PLT MANEUVERED TO AVOID TALL TREES IN WOODED AREA AHEAD BUT COULD NOT MAINTAIN SAFE ALTITUDE AND AIRSPEED; ALLOWED THE ACFT TO STALL/MUSH INTO TREES. PLT STATED INITIAL CHECKOUT IN MAKE/MODEL INCLUDED INSTRUCTIONS TO "HOLD NOSE ON GROUND UNTIL REACHING 90 KTS." FAA INSPECTOR STATED THIS SPEED IS EXCESSIVE AND WILL CAUSE THE ACFT TO "WHEELBARROW." INVESTIGATION REVEALED NOSEDOWN TRIM SETTING, PROP MARKS ON RWY AND ALL PROP BLADES BENT REARWARD 4 INCHES FROM TIPS.

Brief of Accident (Continued)

File No. - 2603

11/14/84

STRONGVILLE, OH

A/C Reg. No. N4739W

Time (Lc1) - 1200 EST

Occurrence #1 PROPELLER/ROTOR CONTACT  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TRIM SETTING - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, IMPROPER TRANSITION/UPGRADE TRAINING - OTHER PERSONNEL
4. TERRAIN CONDITION - RUNWAY

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. PROPELLER SYSTEM/ACCESSORIES - PREVIOUS DAMAGE
6. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
7. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DETERIORATED
8. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
9. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - HIGH TERRAIN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,9

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2621

8/05/84

WALTERS,OK

A/C Reg. No. N6525F

Time (Lc1) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----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 - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 140/006 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
LAWTON,OK  
Destination  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 41  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	-	40	Last 24 Hrs - UNK/NR
Make/Model	-	10	Last 30 Days- UNK/NR
Instrument	-	1	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT TOOK THE ACFT WITHOUT AUTHORIZATION AND ATTEMPTED A LANDING IN AN OPEN FIELD NEAR HIS PASSENGER'S HOME. THE TERRAIN WAS SOFT AND UNSUITABLE FOR ACFT OPERATIONS, ACFT RIGHT WING CONTACTED THE GROUND DURING LNDG ROLL, DAMAGING THE WING ATTACH POINT. PLT HELD AN EXPIRED STUDENT CERTIFICATE.

Brief of Accident (Continued)

File No. - 2621

8/05/84

WALTERS,OK

A/C Reg. No. N6525F

Time (Lc1) - 2000 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - OPEN FIELD
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. STOLEN AIRCRAFT/UNAUTHORIZED USE
7.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, INTERPERSONAL RELATIONS - PILOT IN COMMAND

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2639      8/09/84      TULSA,OK      A/C Reg. No. N5105F      Time (Lc1) - 0245 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-EARL W. WEVER	SUBSTANTIAL		Fatal	0	Serious	1
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	1	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	2	None
Accident Occurred During	-LANDING						0

-----Aircraft Information-----

Make/Model	- PIPER PA-32R-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	COLORADO SPRING,CO		Runway Ident	- N/A
Wind Dir/Speed	- 240/014 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 7000 FT SCATTERED	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1998	Last 24 Hrs - 5
SE LAND	Months Since - 2	Make/Model - 1998	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 263	Last 90 Days - 112

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON CLIMBOUT FROM A NIGHT TAKEOFF, A COMPLETE POWER LOSS OCCURRED. THE PLT ATTEMPTED TO RETURN TO THE AIRPORT, BUT INSUFFICIENT ALTITUDE WAS AVAILABLE. DURING AN ENSUING FORCED LANDING, THE ACFT COLLIDED WITH TREES BEFORE GROUND IMPACT. AN INVESTIGATION REVEALED A METAL ELBOW HAD NOT BEEN INSTALLED IN THE FLEXIBLE INDUCTION AIR DUCT DURING AN ENGINE OVERHAUL. SUBSEQUENTLY THE DUCT COLLAPSED & BLOCKED THE INDUCTION AIRFLOW TO THE ENG.

Brief of Accident (Continued)

File No. - 2639

8/09/84

TULSA,OK

A/C Reg. No. N5105F

Time (Lc1) - 0245 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM, RAM AIR - INCORRECT
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, RAM AIR - BLOCKED(TOTAL)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2649      8/11/84      REED,OK      A/C Reg. No. N3233Q      Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-161  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2325  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-DEG  
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      - NWS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed- 180/008 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 1000 FT SCATTERED  
Lowest Ceiling      - 6000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAYRE,OK  
Destination  
CLEBURNE, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 43  
Biennial Flight Review:  
Current      - YES  
Months Since      - 1  
Aircraft Type      - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 79  
Make/Model- 5  
Instrument- 2  
Last 24 Hrs - UNK/NR  
Last 30 Days- 8  
Last 90 Days- 60

Instrument Rating(s)      - NONE

-----Narrative-----

ARPT MANAGER REPORTED PREFLIGHT DISCUSSION WITH PLT CONCERNING WEATHER TO SOUTH (INTENDED DIRECTION OF FLIGHT) BUT PLT STATED HE DIDN'T THINK THERE WOULD BE ANY TROUBLE. MGR OBSERVED ACFT TAKEOFF AND DISAPPEAR INTO CLOUDS TO THE SOUTH. WITNESSES REPORTED HEARING SOUNDS OF ACFT ENGINE "REVING UP REAL HIGH" THEN CEASING. EYEWITNESS OBSERVED ACFT APPEAR BELOW CLOUD BASE WITH PIECES COMING OFF. WITNESSES STATED IT WAS RAINING HARD WITH THUNDER. INVESTIGATION SHOWED LEFT AND RIGHT WINGS AND STABILATOR HALVES FAILED IN ASSYMETRICAL OVERLOAD (ROLLING PULLOUT).

Brief of Accident (Continued)

File No. - 2649

8/11/84

REED,OK

A/C Reg. No. N3233Q

Time (Lc1) - 1530 CDT

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, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation UNKNOWN

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. WEATHER CONDITION - TURBULENCE IN CLOUDS

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING - OVERLOAD
10. WING - SEPARATION
11. FLIGHT CONTROL, STABILATOR - OVERLOAD

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

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. - 2637      8/22/84      TAHLEQUAH, OK      A/C Reg. No. N3350Z      Time (Lcl) - 2350 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING				1	1

-----Aircraft Information-----

Make/Model	- PIPER PA-22-150	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1840	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/005 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 - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">TAHLEQUAH MUNICIPAL</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 3200/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 14
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 14
		Instrument- 0
		Last 30 Days- 2
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

LAW ENFORCEMENT OFFICERS RESPONDING TO THE ACFT ACCIDENT FOUND THE ACFT INVERTED BEYOND THE SOUTH END OF THE RUNWAY. PLT STATED HE AND HIS PASSENGERS HAD BEEN DRINKING BEER AND DECIDED TO GO FLYING. PLT'S STATEMENTS TO OFFICERS ARE NOT CLEAR ON EXACT EVENTS OF THE LANDING OTHER THAN OVERSHOOTING THE RUNWAY.

Brief of Accident (Continued)

File No. - 2637

8/22/84

TAHLEQUAH,OK

A/C Reg. No. N3350Z

Time (Lc1) - 2350 CDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. LIGHT CONDITION - NIGHT

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

7. OBJECT - FENCE

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) 1,2,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2638

8/25/84

TULSA,OK

A/C Reg. No. N89099

Time (Lcl) - 1842 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - 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- 120/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

RICHARD LLOYD JONES JR.

Runway Ident - 18R

Runway Lth/Wid - 4000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	Last 24 Hrs	1
15	Last 30 Days-	3
0	Last 90 Days-	10

Make/Model- 15

Instrument- 0

Instrument Rating(s) - NONE

-----Narrative-----

PLT LOST CONTROL AFTER A HARD, RIGHT-WIND-DOWN LANDING. ACFT PORPOISED, COLLAPSING THE NOSE GEAR AND CAME TO REST NOSE DOWN.

Brief of Accident (Continued)

File No. - 2638

8/25/84

TULSA,OK

A/C Reg. No. N89099

Time (Lc1) - 1842 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

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND  
3.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND  
-----

Occurrence #3           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD  
-----

Occurrence #4           NOSE DOWN  
Phase of Operation      LANDING  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2673      9/10/84      ALTUS,OK      A/C Reg. No. N20148      Time (Lc1) - 2050 CDT

-----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	1

-----Aircraft Information-----

Make/Model - BEECH 95-B55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 220/019 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  
LAWTON,OK  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ALTUS MUNICIPAL  
Runway Ident - 17  
Runway Lth/Wid - 5000/ 50  
Runway Surface - CONCRETE  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 35  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1251  
Last 24 Hrs - 1  
Make/Model- 798  
Last 30 Days- UNK/NR  
Instrument- 271  
Last 90 Days- 64  
Multi-Eng - 796

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, WITH FULL FLAPS EXTENDED THE ACFT ENCOUNTERED A WINDSHEAR DURING THE FLARE CAUSING AN EXCESSIVE RATE OF DESCENT ON TOUCHDOWN. RWY CONTACT COLLAPSED THE LEFT MAIN LANDING GEAR ALLOWING THE LEFT WING TO SCRAPE ON THE RWY. SHORTLY BEFORE LANDING ALTUS AIR FORCE BASE ADVISED THE PLT OF WINDS FROM THE SW AT 19 KTS GUSTING TO 29.

Brief of Accident (Continued)

File No. - 2673

9/10/84

ALTUS,OK

A/C Reg. No. N20148

Time (Lc1) - 2050 CDT

-----  
Occurrence #1.       HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
  2. WEATHER CONDITION - CLOUDS
  3.    COMPENSATION FOR WIND CONDITIONS - EXCEEDED - PILOT IN COMMAND
  4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
- 

Occurrence #2       MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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) 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. - 2696      9/11/84      MAYSVILLE,OK      A/C Reg. No. N9560G      Time (Lcl) - 0715 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA A188B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4200  
No. of Seats      - 1

Eng Make/Model      - CONTINENTAL IO-520-D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 170/012 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MAYSVILLE,OK  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

BURFORD  
Runway Ident      - 17  
Runway Lth/Wid      - 4000  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2372  
Last 24 Hrs - 2  
Make/Model- 2055  
Last 30 Days- 20  
Instrument- 20  
Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

WITH APRX 300 FT OF RWY REMAINING THE PLT ROTATED. THE ACFT FLEW TO ABOUT 15 FT BEFORE IT SETTLED BACK TO THE GROUND AT THE END OF THE SOD STRIP. AFTER ROLLING THROUGH 2 FENCES THE ACFT COLLIDED WITH A DIRT BANK NEXT TO A DITCH COLLAPSING THE MAIN GEAR. THE ACFT NOSED OVER AND CAME TO REST INVERTED 75 TO 80 FT FROM THE END OF THE RWY. ACCORDING TO THE PLT THE ENG WAS DEVELOPING POWER AT IMPACT WITH THE DITCH.

Brief of Accident (Continued)

File No. - 2696

9/11/84

MAYSVILLE,OK

A/C Reg. No. N9560G

Time (Lcl) - 0715 CDT

Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. LIFT-OFF - ATTEMPTED - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
4. DESCENT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - FENCE

Occurrence #3            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

Occurrence #4            MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #5            NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2632      9/21/84      SAND SPRINGS, OK      A/C Reg. No. N2000G      Time (Lcl) - 2020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -APPROACH		0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHANDLER, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WM. R. POGUE
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 7000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 714
SE LAND, ME LAND	Months Since - 12	Make/Model- 31
	Aircraft Type - UNK/NR	Instrument- 104
		Multi-Eng - 20
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS ON FINAL APCH TO LAND ON RETURN LEG OF X-COUNTRY WHEN ENG BEGAN RUNNING ROUGH AND SUBSEQUENTLY QUIT. ACFT CONTACTED TREES SHORT OF THE RWY. PLT STATED A TTL OF 5 GALLONS OF FUEL WERE DRAINED FROM BOTH FUEL TANKS COLLECTIVELY AFTER THE ACCIDENT. PUBLISHED SPECIFICATIONS FOR THE ACFT REVEAL UNUSABLE FUEL IS APRX 10 GALLONS.

Brief of Accident (Continued)

File No. - 2632

9/21/84

SAND SPRINGS,OK

A/C Reg. No. N2000G

Time (Lcl) - 2020 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  4. FLUID,FUEL - EXHAUSTION
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2626

10/07/84

WAURIKA,OK

A/C Reg. No. N6685L

Time (Lcl) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	2	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - LAKE LA-4-200  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2350  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 350/008 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAWTON,OK  
Destination  
WAURIKA LAKE,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 - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND,SE SEA

Age - 38

Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	6364	Last 24 Hrs -	1
Make/Model-	176		Last 30 Days-	UNK/NR
Instrument-	394		Last 90 Days-	25
Multi-Eng -	521			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT NOSE WAS TOO LOW AT WATER CONTACT ON LNDG TOUCHDOWN AND THE NOSE AND RIGHT PONTON DUG INTO THE WATER. THE ACFT SWERVED ABRUPTLY TO THE RIGHT, FLIPPED INVERTED AND SANK. NO LOGS OR OTHER FLOATING DEBRIS WERE LOCATED DURING A POST MISHAP CHECK OF THE AREA.

Brief of Accident (Continued)

File No. - 2626

10/07/84

WAURIKA,OK

A/C Reg. No. N6685L

Time (Lc1) - 1545 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - INADEQUATE - PILOT IN COMMAND
  2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, GLASSY
- 

Occurrence #2            DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING

-----

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2714      11/24/84      NEWCASTLE,OK      A/C Reg. No. N2478B      Time (Lcl) - 0800 CST

-----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 -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NORMAN,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 860
SE LAND	Months Since - 7	Make/Model- 501
	Aircraft Type - UNK/NR	Instrument- 56
		Multi-Eng - 13
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 313

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON SIMULATED EMERG LANDING, INSTRUCTOR EVALUATED APPROACH AS UNSALVAGABLE & AT 1700 FT AGL TOLD STUDENT TO EXECUTE GO-AROUND. STUDENT HAD ALLOWED AIRSPEED TO DECAY IN AN EFFORT TO STRETCH GLIDE. STUDENT RAISED FLAPS & DID NOT ADD PWR. AS ACFT SETTLED, INSTRUCTOR ADDED PWR AND REDEPLOYED FLAPS. INSTRUCTOR STATED HIS ATTEMPTS TO LOWER ACFT NOSE TO GAIN AIRSPEED WERE THWARTED BY STUDENTS FAILURE TO RELINQUISH CONTROL AND CONTINUED APPLICATION OF NOSE UP INPUT. INSTRUCTOR GAINED CONTROL TOO LATE TO AVOID STALL/MUSH INTO SOD FIELD.

Brief of Accident (Continued)

File No. - 2714

11/24/84

NEWCASTLE,OK

A/C Reg. No. N2478B

Time (Lc1) - 0800 CST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. RAISING OF FLAPS - IMPROPER USE OF - DUAL STUDENT
  2. THROTTLE/POWER CONTROL - NOT PERFORMED - DUAL STUDENT
  3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
  4. RELINQUISHING OF CONTROL - NOT UNDERSTOOD - DUAL STUDENT
  5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  7. STALL/MUSH - INADVERTENT -
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2736      10/14/84      LAPINE,OR      A/C Reg. No. N11849      Time (Lc1) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - FSS	Last Departure Point REDDING, CA	
Method - TELEPHONE	Destination REDMOND, OR	Airport Data
Completeness - FULL	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 355/010 KTS	Type of Clearance - NONE	Runway Surface - UNK/NR
Visibility - 1.000 SM	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - SNOW - WET
Lowest Sky/Clouds -		
Lowest Ceiling - 4500 FT OVERCAST		
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
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 - YES	Total - 275
SE LAND	Months Since - 2	Make/Model- 196
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 122

Instrument Rating(s) - NONE

-----Narrative-----

PLT RECIEVED INFLT WX BRIEF. PRESENT LOCATION AND NEXT REPORTING STATION WERE VFR, NO KNOWN ADVERSE WX BETWEEN. EN ROUTE, PLT ENCOUNTERED IMC. FUEL COMSUMED IN MANEUVERING TO AVIOD WX PRECLUDED RETURN TO KNOWN VFR AIRFIELD. PLT ELECTED TO MAKE A PRECAUTIONARY LANDING AT AN ABANDONED AIRSTRIP. ON LANDING ROLL, LEFT WING STRUCK A SMALL TREE THAT HAD GROWN ADJACENT TO THE STRIP.

Brief of Accident (Continued)

File No. - 2736

10/14/84

LAPINE, OR

A/C Reg. No. N11849

Time (Lcl) - 1530 PDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IN FLIGHT BRIEFING SERVICE - SELECTED - PILOT IN COMMAND
2. WEATHER FORECAST - NOT POSSIBLE -
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2698      5/11/84      COLLEGEVILLE,PA      A/C Reg. No. N29DT      Time (Lcl) - 1320 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - ICA BRASOV IS-29D2      Eng Make/Model - N/A  
Landing Gear      - TAILWHEEL-RETRACTABLE MAINS      Number Engines - N/A  
Max Gross Wt      - 792      Engine Type      - N/A  
No. of Seats      - 1      Rated Power      - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 150/015 KTS  
Visibility      - 8.0      SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
COLLEGEVILLE,PA  
Destination  
LOCAL

Airport Proximity  
UNK/NR

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
NONE  
GLIDER

Age - 56  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

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-----

ACCORDING TO A WITNESS WHO RAN THE WING OF THE GLIDER DURING TAKEOFF, AT 250 TO 300 FT AGL THE TOW ACFT TURNED LEFT BUT THE GLIDER MAINTAINED RWY HEADING. SHORTLY THEREAFTER THE TOW LINE RELEASED AT THE GLIDER-END AND THE GLIDER INITIATED A RIGHT TURN. AFTER APRX 45 DEG OF TURN THE GLIDER ENTERED A RIGHT SPIRAL AND NEAR VERTICAL DESCENT TO GROUND IMPACT. NO MECHANICAL MALFUNCTIONS IN EITHER ACFT OR THE TOW EQUIPMENT WERE FOUND.

Brief of Accident (Continued)

File No. - 2698

5/11/84

COLLEGEVILLE, PA

A/C Reg. No. N29DT

Time (Lcl) - 1320 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
  2.    AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2720      9/03/84      WASHINGTON, PA      A/C Reg. No. N95035      Time (Lc1) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Crew  
Pass

-----Aircraft Information-----

Make/Model      - CESSNA 152II  
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- 230/009 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      -  
Obstructions to Vision- HAZE  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PITTSBURG, PA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WASHINGTON COMPANY  
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 - 24

Biennial Flight Review  
Current      - NO  
Months Since      - 0  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 650
Make/Model-	350
Instrument-	83
Multi-Eng -	70
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FUEL EXHAUSTION OCCURRED 3.3 HRS INTO FLT. PLT STATED TANKS APPEARED TO BE FULL ON PREFLIGHT BUT ACFT RECORDS SHOWED 0.6 HRS FLOWN ON PREVIOUS FLIGHT AND ACFT NOT SUBSEQUENTLY REFUELED. APRX 1.5 GALS FOUND IN TANKS ON POST-MISHAP INSPECTION.

Brief of Accident (Continued)

File No. - 2720

9/03/84

WASHINGTON, PA

A/C Reg. No. N95035

Time (Lc1) - 1330 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. FLUID,FUEL - EXHAUSTION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2733      9/20/84      WEST MIFFLIN, PA      A/C Reg. No. N52830      Time (Lcl) - 1917 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 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 - 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- 230/015 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WHEELING, WV  
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

ALLEGHENY CO.  
Runway Ident - 28  
Runway Lth/Wid - 6500/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 54  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 400  
Make/Model- 393  
Instrument- 32  
Multi-Eng - 7  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON ARRIVAL AT AIRPORT, PLT RECEIVED WIND INFORMATION FROM TWR AS VARYING FROM 230 TO 250 DEGREES AT 15 KTS GUSTING TO 20 AND WAS OFFERED A CHOICE OF RWY 28 OR RWY 23. RWY 23 IS 100 FT WIDE AND 2380 FT LONG. PLT CHOSE RWY 28. AT LANDING FLARE, ACFT ENCOUNTERED A STRONG CROSSWIND GUST.

Brief of Accident (Continued)

File No. - 2733

9/20/84

WEST MIFFLIN, PA

A/C Reg. No. N52830

Time (Lcl) - 1917 EDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. WEATHER CONDITION - GUSTS
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation       LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2774

9/24/84

TITUSVILLE, PA

A/C Reg. No. N72053

Time (Lc1) - 0820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
ON GROUND

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECHCRAFT 58F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6200  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-WB  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 325 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- 210/010 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds - THIN BKN  
Lowest Ceiling - 900 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BUFFALO, NY  
Destination  
TITUSVILLE, PA

Airport Proximity  
ON AIRPORT

Airport Data  
TITUSVILLE

Runway Ident - 18  
Runway Lth/Wid - 4900/ 74  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - IFR  
Type Apch/Lndg - VOR/TVOR  
TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 24

Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2552	Last 24 Hrs	- 1
Make/Model	- 49	Last 30 Days	- UNK/NR
Instrument	- 435	Last 90 Days	- 127
Multi-Eng	- 2002		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT DURING FINAL APPROACH WITH A RIGHT QUARTERING CROSSWIND, THE ACFT PASSED AN OPENING IN THE TREES TO THE RIGHT (FORMER INTERSECTING RUNWAY) AND THE SUDDEN INCREASE IN CROSSWIND COMPONENT CAUSED THE ACFT TO DRIFT LEFT. PLT STATED HE ELECTED TO MAKE A GO-AROUND BUT BEFORE POWER COULD BE APPLIED, THE LEFT WING TIP STRUCK A DIRT EMBANKMENT PARALLELING THE RUNWAY. PLT CLOSED THE THROTTLES AND ALLOWED THE ACFT TO CRASH LAND BESIDE THE RUNWAY. LNGD GEAR COLLAPSED ON TOUCHDOWN DUE TO ACFT ATTITUDE (YAW) AND ROUGH TERRAIN. A SMALL FIRE FROM SHORTED WIRING IN THE LEFT WING TIP STROBE WAS EXTINGUISHED BY HAND.

Brief of Accident (Continued)

File No. - 2774

9/24/84

TITUSVILLE, PA

A/C Reg. No. N72053

Time (Lc1) - 0820 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

4. AIRPORT FACILITIES, INSTRUMENT APPROACH LIGHTS - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2788      9/25/84      HAZLETON, PA      A/C Reg. No. N8859K      Time (Lcl) - 1920 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  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Pass	0	0	2	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/006 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 10000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAZLETON  
Runway Ident      - 28  
Runway Lth/Wid      - 4899/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND  
HELICOPTER

Age - 39

Biennial Flight Review

Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-eng -	0	Rotorcraft -	0

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

ACFT DEPARTED WITH FULL FUEL AND PASSENGER LOAD NEAR MAX GROSS WEIGHT, TOWARD RISING TERRAIN. AFTER REACHING ABOUT 400 FT AGL, PLT FELT ACFT WAS LOSING CLIMB PERFORMANCE, ALTHOUGH NO SIGNS OF POWER DECREASE WERE NOTED. ACFT SEEMED TO BE SETTling. PLT NOTED TREES AHEAD IN BEAM OF LNDG LIGHTS, CUT POWER AND ALLOWED ACFT TO STALL/MUSH INTO TREES. DENSITY ALTITUDE CALCULATION TO BE 3500 FT.

Brief of Accident (Continued)

File No. - 2788

9/25/84

HAZLETON, PA

A/C Reg. No. N8859K

Time (Lcl) - 1920 EDT

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Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
  2. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND
  3. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND
  4. LIGHT CONDITION - NIGHT
  5. TERRAIN CONDITION - HIGH VEGETATION
  6. TERRAIN CONDITION - RISING
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2722      9/27/84      HARRISBURG, PA      A/C Reg. No. N2053N      Time (Lcl) - 1743 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -INSTRUCTIONAL	Fire      NONE	Crew      0	Fatal      0	Serious      0	Minor      0	None      1
Flight Conducted Under      -14 CFR 91		Pass      0				2
Accident Occurred During      -LANDING						

-----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
Wx Briefing      - NWS	Last Departure Point	ON AIRPORT
Method      - UNK/NR	CARLISLE, PA	
Completeness      - UNK/NR	Destination	Airport Data
Basic Weather      - VMC	HARRISBURG, PA	CAPITAL CITY
Wind Dir/Speed- 050/004 KTS	ATC/Airspace	Runway Ident      - 30
Visibility      - 15.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 3894/ 150
Lowest Sky/Clouds      - 5000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - 8000 FT OVERCAST	Type Apch/Lndg      - TRAFFIC PATTERN	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 39	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current      - YES	Total      - 1467
SE LAND, ME LAND	Months Since      - 2	Make/Model-      32
	Aircraft Type      - UNK/NR	Instrument-      93
		Multi-Eng      - 21
		Last 24 Hrs      - 2
		Last 30 Days-      UNK/NR
		Last 90 Days-      183

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

ACFT WAS LANDED DOWNWIND IN LIGHT WIND CONDITIONS BY STUDENT PLT. ON ROLL-OUT, AFTER NORMAL BRAKING WAS APPLIED FOR DECELERATION, ACFT BEGAN TO DRIFT RIGHT. STUDENT APPLIED LEFT BRAKE AS CFI ALSO APPLIED CORRECTIVE LEFT BRAKE. LEFT BRAKE CONNECTING ROD FAILED IN OVERLOAD. WITH RT BRAKE STILL APPLIED, ACFT SWERVED RT, GROUND LOOPED AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2722

9/27/84

HARRISBURG, PA

A/C Reg. No. N2053N

Time (Lc1) - 1743 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. LANDING GEAR, NORMAL BRAKE SYSTEM - OVERLOAD
3. BRAKES(NORMAL) - EXCESSIVE - DUAL STUDENT
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
5. GROUND LOOP/SWERVE - INADVERTENT -

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2775      10/06/84      KINZUA, PA      A/C Reg. No. N5484M      Time (Lc1) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During - CLIMB			0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 152II	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 - 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	DUNKIRK, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 128
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 128
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEMONSTRATING AN APPROACH TO A SIMULATED FORCED LNDG, PLT ELECTED TO CLIMB THROUGH A SADDLE IN RISING TERRAIN. AFTER ENTERING THE SADDLE, PLT REALIZED THAT ACFT PERFORMANCE MIGHT NOT BE SUFFICIENT TO OUT CLIMB TERRAIN AT FULL POWER. ACFT COLLIDED WITH TREES 70 FT FROM TOP OF RISE.

Brief of Accident (Continued)

File No. - 2775

10/06/84

KINZUA, PA

A/C Reg. No. N5484M

Time (Lc1) - 1600 EDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CLIMB

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  2.        IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  5. TERRAIN CONDITION - RISING
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2799      10/15/84      ONO,PA

A/C Reg. No. N1069E

Time (Lcl) - 1841 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - AERONCA 7AC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 3

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 12.0 SM

Lowest Sky/Clouds - 9000 FT

Lowest Ceiling - 9000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

ONO,PA

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DEE JAY

Runway Ident - N/A

Runway Lth/Wid - 2200/ 125

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 17

Make/Model- 17

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A LNDG PRACTICE FLIGHT, SOLO STUDENT PLT RETURNED TO HOME FIELD AT DUSK. FIRST LNDG ATTEMPT RESULTED IN OVERSHOOT AND GO-AROUND. SINCE WINDS WERE CALM, PLT ELECTED TO LAND ON RECIPROCAL RUNWAY DUE TO CLEAR OVERRUN AREA. THIS NECESSITATED ON OBSTACLE APPROACH OVER A DWELLING AT THE APPROACH END OF THE SELECTED RUNWAY. PLT WAS CONCENTRATING ON CLRNC FROM DWELLING, DID NOT SEE POWER LINES IN FAILING LIGHT CONDITIONS UNTIL TOO LATE TO AVOID. A PULL-UP WAS INITIATED BUT UNDERCARRIAGE CAUGHT ON WIRES. ACFT TIPPED NOSE DOWN ONTO DWELLING ROOF, SLID DOWN ROOF SLOPE, HIT GROUND NOSE FIRST AND TIPPED OVER TO INVERT POSITION.

Brief of Accident (Continued)

File No. - 2799

10/15/84

ONO, PA

A/C Reg. No. N1069E

Time (Lc1) - 1841 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER DECISION, TOTAL - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
4. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. OBJECT - WIRE, TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2679      10/27/84      FARMINGTON, PA      A/C Reg. No. N82587      Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew				
Pass	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-161  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2325  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 230/010 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  
MANASSAS, VA  
Destination  
NEMACOLIN, PA

Airport Proximity  
ON AIRPORT

Airport Data  
FARMINGTON

Runway Ident - 22  
Runway Lth/Wid - 3000/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 33  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 95  
Make/Model- 40  
Instrument- 1  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DURING THE LANDING FLARE THE WIND SHIFTED CAUSING THE ACFT TO DRIFT OFF THE LEFT SIDE OF THE RWY STRIKING RWY LIGHTS AND A POLE. WINDS WERE FROM 230 DEG AT 10 KTS GUSTING TO 15.

Brief of Accident (Continued)

File No. - 2679

10/27/84

FARMINGTON, PA

A/C Reg. No. N82587

Time (Lcl) - 1430 EST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - AIRPORT FACILITY
- 

-----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. - 2794      11/25/84      PROSPECTVILLE, PA      A/C Reg. No. N31699      Time (Lcl) - 1710 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - PERSONAL	Fire NONE	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Crew	0	0	0	1
Accident Occurred During -APPROACH	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ISLIP, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TURNER FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 14
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2126/ 49
Lowest Sky/Clouds - 20000 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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - YES	Total - 705
	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 435
		Instrument- 136
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE ALLOWED THE ACFT TO GO LOW ON FINAL APPROACH. COLLISION WITH TERRAIN SEPARATED THE LANDING GEAR BUT PLT RECOVERED CONTROL AS ACFT REBOUNDED AND EXECUTED A SUCCESSFUL GO-AROUND. PLT DIVERTED WITH ESCORT TO NEARBY MILITARY ARPT WHERE CFR FACILITIES WERE AVAILABLE AND PERFORMED A SUCCESSFUL NO WHEELS LNDG. PLT STATED HE HAD FLOWN 4.5 HOURS UNDER HOOD (IFR TRAINING), INCLUDING 7 APPROACHES, DURING A 250 MI CROSS-COUNTRY EARLIER IN THE DAY.

Brief of Accident (Continued)

File No. - 2794

11/25/84

PROSPECTVILLE, PA

A/C Reg. No. N31699

Time (Lcl) - 1710 EST

-----  
Occurrence                IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation        APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (FLIGHT SCHEDULE) - PILOT IN COMMAND
  4. LIGHT CONDITION - DUSK
  5. LANDING GEAR - OVERLOAD
  6. GO-AROUND - PERFORMED - PILOT IN COMMAND
  7. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
  8. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2786      12/05/84      NEW CASTLE, PA      A/C Reg. No. N24880      Time (Lcl) - 1540 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

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	NEW CASTLE	
Wind Dir/Speed	- CALM		Runway Ident	- 05
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid	- 4010/ 75
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- 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 - 11	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 11	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 11

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF ROLL, THE STUDENT PILOT ALLOWED THE ACFT TO DRIFT LEFT OFF OF THE RUNWAY. ACFT COLLIDED WITH A DIRT EMBANKMENT AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 2786

12/05/84

NEW CASTLE, PA

A/C Reg. No. N24880

Time (Lc1) - 1540 EST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
  3. TERRAIN CONDITION - DIRT BANK
- 

Occurrence #2        NOSE OVER  
Phase of Operation   TAKEOFF

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2691      12/13/84      SAN JUAN, PR      A/C Reg. No. N119DW      Time (Lcl) - 1620 AST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-CROWN AIR, INC.	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	None
Accident Occurred During	-TAXI						2
							7

-----Aircraft Information-----

Make/Model	- BRITTEN NORMAL LTD BN-2	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 360 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT
Method	- UNK/NR	BEEF ISLAND	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAN JUAN, PR	SAN JUAN
Wind Dir/Speed	- 010/004 KTS		Runway Ident
Visibility	- 15.0 SM	ATC/Airspace	- 10
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- 8016/ 150
Lowest Ceiling	- NONE	Type of Clearance	- ASPHALT
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total	- 2294
SE LAND,ME LAND	Months Since - 3	Make/Model	- 303
	Aircraft Type - BN-2	Instrument	- 2
		Multi-Eng	- 838
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 315

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE FLT WAS DIRECTED BY GROUND CONTROL TO TAXI TO THE CARGO RAMP MAKING ROOM FOR A TAXIING BOEING 747. GROUND CONTROL THEN ASKED THE ACFT TO MAKE A 180 DEG TURN AND TAXI FURTHER EAST ON THE RAMP. AS THE LEFT TURN WAS COMPLETED THE RIGHT BRAKE CYLINDER FAILED INTERNALLY. THE ACFT CONTINUED LEFT COLLIDING WITH A PARKED FUEL TRUCK.

Brief of Accident (Continued)

File No. - 2691

12/13/84

SAN JUAN, PR

A/C Reg. No. N119DW

Time (Lc1) - 1620 AST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
- 

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

2. DIRECTIONAL CONTROL - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

3. AIRPORT FACILITIES, RAMP FACILITIES - CONGESTED
  4. OBJECT - VEHICLE
  5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2699      7/30/84      DEL RIO, TX      A/C Reg. No. N6102E      Time (Lcl) - 0130 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	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA A185F  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3350  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520-D  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 040/008 KTS  
Visibility      - 10.0 SM

Lowest Sky/Clouds      - 12000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
DEL RIO, TX  
Destination  
OZONA, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 40

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 5225	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 NON-INSTRUMENT RATED PLT TOOK OFF AT NIGHT APPROXIMATELY 30 MIN PRIOR TO THE ACCIDENT. GROUND SCARS INDICATED THAT THE ACFT IMPACTED THE CREST OF A ROCKY HILL WHILE IN A STEEP NOSE DOWN, RIGHT WING LOW ATTITUDE. THE ELEVATION OF THE CRASH SITE WAS ABOUT 1750 FT. THE ACFT WAS DEMOLISHED BY IMPACT & FIRE. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. LOCAL RESIDENTS STATED THAT THE SKY WAS VERY DARK WITH A LIGHT OVERCAST & NO MOON.

Brief of Accident (Continued)

File No. - 2699

7/30/84

DEL RIO, TX

A/C Reg. No. N6102E

Time (Lc1) - 0130 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2656

8/02/84

HOUSTON, TX

A/C Reg. No. N3792Q

Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	0

Type of Operation -FERRY  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECH 56TC  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5990  
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-541-EIB4  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 380 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 110/010 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  
HOUSTON, 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, CFI  
SE LAND, ME LAND  
HELICOPTER

Age - 72  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 23210  
Make/Model- 400  
Instrument- 305  
Multi-Eng - 400  
Last 24 Hrs - 131  
Last 30 Days- UNK/NR  
Last 90 Days- 60  
Rotorcraft - 350

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A SPECIAL FERRY PERMIT HAD BEEN ISSUED FOR A ONE TIME FLT. ACCORDING THE PLT NEITHER ENG WAS DEVELOPING NORMAL POWER DURING OR AFTER TAKEOFF. AT APPX 300 FT AGL THE ACFT BEGAN TO DESCEND AND THE PLT INITIATED THE FORCED LANDING IN THE WOODEN TERRAIN ABOUT 5 MILES EAST OF THE ARPT.

Brief of Accident (Continued)

File No. - 2656

8/02/84

HOUSTON, TX

A/C Reg. No. N3792Q

Time (Lc1) - 1500 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - FAILURE, PARTIAL
2.     UNDETERMINED
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - 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)

6. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2669      8/03/84      AMARILLO, TX

A/C Reg. No. N23713

Time (Lc1) - 0730 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      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      NONE  
Crew      Pass

-----Aircraft Information-----

Make/Model      - BEECH B-60  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6775  
No. of Seats      - 6

Eng Make/Model      - LYCOMING TIO-541-E1CA  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 380 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- VARIABLE  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 4000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WICHITA FALLS, TX  
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

TRADEWIND  
Runway Ident      - 17  
Runway Lth/Wid      - 5100/ 55  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1124      Last 24 Hrs - 4  
Make/Model- 31      Last 30 Days- UNK/NR  
Instrument- 104      Last 90 Days- 136  
Multi-Eng - 504

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ABOUT 1/3 OF THE WAY DOWN THE RWY BRAKES WERE APPLIED BUT WERE INEFFECTIVE. THE ACFT OVERRAN THE RWY AND COLLIDED WITH A FOUR-RAIL STEEL FENCE. INSPECTION OF BRAKE SYSTEM REVEALED PUCKS ON BOTH BRAKES TO BE VERY WORN. NO MECHANICAL MALFUNCTIONS WERE DISCOVERED.

Brief of Accident (Continued)

File No. - 2669

8/03/84

AMARILLO, TX

A/C Reg. No. N23713

Time (Lcl) - 0730 CDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  2. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
  3. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MGMT
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2619

8/07/84

DEL RIO, TX

A/C Reg. No. N6571L

Time (Lcl) - 2055 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

DEL RIO INTERNATIONAL  
Runway Ident - 13  
Runway Lth/Wid - 5105/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 26  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1200	Last 24 Hrs - 1
Make/Model - 45	Last 30 Days - UNK/NR
Instrument - 75	Last 90 Days - 104
Multi-Eng - 1150	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER LIFTOFF FROM THE FOURTH TOUCH-AND-GO LANDING, THE PLT HEARD AND FELT AN IMPACT. CONTINUING CLIMBOUT, HE OBSERVED A DEER CARCASS ON THE RUNWAY. A SUBSEQUENT UNEVENTFUL FULL STOP LNDG WAS MADE BUT SUBSTANTIAL DAMAGE HAD BEEN INCURRED IN THE LEFT MAIN GEAR ATTACH POINT. PLT STATED THAT HE HAD SIGHTED A DEER RUNNING AWAY FROM THE ACFT AT A 45 DEGREE ANGLE AT ROTATION.

Brief of Accident (Continued)

File No. - 2619

8/07/84

DEL RIO, TX

A/C Reg. No. N6571L

Time (Lc1) - 2055 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - ANIMAL(S)
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2618

8/11/84

FULSHEAR, TX

A/C Reg. No. N85625

Time (Lc1) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - AERONCA 7AC

Eng Make/Model - CONTINENTAL C-65-8

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1220

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 65 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

WESTHEIMER

Runway Ident - 11

Runway Lth/Wid - 2650/ 28

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2261

Last 24 Hrs - 2

Make/Model- 47

Last 30 Days- UNK/NR

Instrument- 306

Last 90 Days- 47

Multi-Eng - 1616

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE TAKEOFF ROLL, A "SHORT DURATION CROSS CONTROL CONDITION OCCURRED" BETWEEN THE STUDENT AND INSTRUCTOR PILOTS, RESULTING IN THE ACFT DEPARTING THE RIGHT SIDE OF THE RUNWAY, POWER WAS REDUCED BUT THE ACFT ROLLED INTO A DIRT BANK AND MUD HOLES, COLLAPSING THE GEAR. THE ACFT CAME TO REST NOSE DOWN.

Brief of Accident (Continued)

File No. - 2618

8/11/84

FULSHEAR, TX

A/C Reg. No. N85625

Time (Lc1) - 0730 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. CONTROL INTERFERENCE - INADVERTENT - DUAL STUDENT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
6. TERRAIN CONDITION - DITCH

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF

Occurrence #4      NOSE DOWN  
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) 1,2,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2629      8/15/84      TYLER, TX

A/C Reg. No. N44367

Time (Lcl) - 2020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model      - PIPER PA-28-180  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
UNK/NR  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRSTRIP

Airport Data

HIDE-AWAY LAKE  
Runway Ident      - 36  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

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 - 19

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 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-----

PLT LANDED LONG AND FAST AT A SMALL, UNMARKED AIRSTRIP. ON LNDG ROLL, PLT REALIZED AN OVERRUN WAS IMMINENT AND ADDED POWER FOR GO-AROUND. PLT THEN DECIDED INSUFFICIENT CLEAR SPACE REMAINED FOR A SUCCESSFUL GO-AROUND AND ABORTED THE ATTEMPT, LOCKING THE BRAKES AND BLOWING BOTH MAIN GEAR TIRES. ACFT OVERRAN THE PREPARED SURFACE AND COLLIDED WITH A DRAINAGE DITCH, COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 2629

8/15/84

TYLER, TX

A/C Reg. No. N44367

Time (Lcl) - 2020 CDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED -
4. GO-AROUND - NOT ATTAINED -
5.      IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
7. LANDING GEAR, TIRE - BURST
8.      BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

9. TERRAIN CONDITION - DITCH

Occurrence #3      NOSE 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2694

8/17/84

DFW AIRPORT, TX

A/C Reg. No. N19DA

Time (Lcl) - 1350 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 402  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6300  
No. of Seats - 9

Eng Make/Model - CONTINENTAL TS10-520-E  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 270/003 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 6000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HOBBS, NM  
Destination  
DFW AIRPORT, TX

Airport Proximity  
ON AIRPORT

Airport Data

DFW AIRPORT  
Runway Ident - 17R  
Runway Lth/Wid - 11388/ 200  
Runway Surface - CONCRETE  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
SE LAND, ME LAND

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 17000  
Make/Model- 210  
Instrument- 3400  
Multi-Eng - 14000  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, A RWY CHANGE ACCEPTED LATE IN THE APCH REQUIRED A STEEP TURN AND RAPID DESCENT. AT APRX 400 FT AGL BOTH THROTTLES WERE ADVANCED BUT NEITHER ENG RESPONDED. THE ACFT LANDED IN UNIMPROVED TERRAIN SHORT OF THE RWY COLLAPSING THE LEFT MAIN LANDING GEAR. EXAM REVEALED NO DISCREAPANCIES IN THE ENG OR FUEL SYSTEM. BOTH ENG WERE TESTED AND RAN SATISFACTORILY. NO MECHANICAL MALFUNCTIONS WERE REPORTED BY THE PLT.

Brief of Accident (Continued)

File No. - 2694

8/17/84

DFW AIRPORT, TX

A/C Reg. No. N19DA

Time (Lc1) - 1350 CDT

Occurrence #1 ABRUPT MANEUVER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TRAFFIC PATTERN PROCEDURE - CONGESTED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PLANNED APPROACH - NOT PERFORMED - PILOT IN COMMAND
4. MISCELLANEOUS
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. FLUID, FUEL - UNDETERMINED
7. FUEL SUPPLY

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) 2,7

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2636

8/18/84

AMARILLO, TX

A/C Reg. No. N6283Q

Time (Lcl) - 1736 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	- PERSONAL	0	0	0	1
Flight Conducted Under	- 14 CFR 91	0	0	0	0
Accident Occurred During	- LANDING				

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire - NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 310Q  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V0  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/004 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

AMERILLO INTERNATIONAL

Runway Ident - 22

Runway Lth/Wid - 13500/ 300

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1293 Last 24 Hrs - 4

Make/Model- 201 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 21

Multi-Eng - 201

Instrument Rating(s) - NONE

-----Narrative-----

DURING GEAR RETRACTION ON POST-MAINTENANCE CHECK FLIGHT INITIAL CLIMB, GEAR UNLOCKED LIGHT REMAINED ON AND GEAR EXTEND/RETRACT MOTOR CIRCUIT BREAKER POPPED. PLT RESET CB AND HEARD A "LOUD POP" FROM THE NOSE SECTION OF THE ACFT. PLT THEN EXTENDED GEAR BUT NOSE GEAR EXTENDED ONLY PARTIALLY. PLT CIRCLED FIELD FOR ABOUT 3 HOURS, ATTEMPTING UNSUCCESSFULLY TO LOWER NOSE GEAR BY EMERGENCY MEANS. PLT THEN LANDED, SHUTTING DOWN ENGINES AND FEATHERING PROPS BEFORE LOWERING NOSE ON PARTIALLY EXTENDED NOSE GEAR. INVESTIGATION REVEALED THE NOSE GEAR LINKAGE HAD BEEN DISCONNECTED DURING MAINTENANCE AND WAS NOT RECONNECTED.

Brief of Accident (Continued)

File No. - 2636

8/18/84

AMARILLO, TX

A/C Reg. No. N6283Q

Time (Lc1) - 1736 CDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - DISCONNECTED
  2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2655      8/18/84      CORPUS CHRISTI, TX      A/C Reg. No. N5648D      Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	NONE		Fatal	Serious	Minor	None	
Type of Operation - PERSONAL	Fire	Crew	0	0	1	0	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0	0	
Accident Occurred During - MANEUVERING							

-----Aircraft Information-----

Make/Model - MAULE M6-235	Eng Make/Model - LYCOMING IO-540-WIA5D	ELT Installed/Activated - YES/NO
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 - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LOCKHART, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BROWNSVILLE, TX	
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 514
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 54
		Instrument - 9
		Last 30 Days - UNK/NR
		Last 90 Days - 107

Instrument Rating(s) - NONE

-----Narrative-----

ON A HEADING OF 165 DEG AT 3,500 FT THE PLT SAW ANOTHER ACFT AT THE SAME ALTITUDE ON A COLLISION COURSE. EVASIVE ACTION WAS TAKEN BY PUSHING THE NOSE OVER FORCING BOTH OCCUPANTS INTO THE CABIN OVERHEAD. ACCORDING TO THE PLT, BOTH SEATBELTS AND SHOULDER HARNESSSES WERE IN USE.

Brief of Accident (Continued)

File No. - 2655

8/18/84

CORPUS CHRISTI, TX

A/C Reg. No. N5648D

Time (Lc1) - 0845 CDT

-----  
Occurrence #1            NEAR COLLISION BETWEEN AIRCRAFT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. VFR PROCEDURES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT  
-----

Occurrence #2            ABRUPT MANEUVER  
Phase of Operation      MANEUVERING

Finding(s)

2. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND  
3. DESCENT - INITIATED - PILOT IN COMMAND  
-----

Occurrence #3            MISCELLANEOUS/OTHER  
Phase of Operation      MANEUVERING  
-----

-----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. - 2635      8/19/84      FORT WORTH, TX      A/C Reg. No. N6480J      Time (Lcl) - 1045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2175	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SYCAMORE</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 3450/ 25</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 19	Make/Model- 85
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO ACFT PARKED IN CLOSE PROXIMITY TO THE RIGHT SIDE OF THE NARROW (25 FT) RUNWAY AND A CROSSWIND FROM THE LEFT, THE PLT FAVORED THE LEFT SIDE OF THE RUNWAY ON LANDING LINE-UP. DURING THE LANDING ROLL, HE WAS UNABLE TO ARREST A LEFT DRIFT BEFORE THE ACFT DEPARTED THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 2635

8/19/84

FORT WORTH, TX

A/C Reg. No. N6480J

Time (Lcl) - 1045 CDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER DECISION, ANXIETY/APPREHENSION - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            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) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2634

8/24/84

GOLIAD, TX

A/C Reg. No. N4183B

Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - UNKNOWN  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - UNKNOWN

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - GULFSTREAM COMMANDER 520  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5500  
No. of Seats - 7

Eng Make/Model - LYCOMING G0-435-C2B2

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

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 - UNK/NR

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - UNK/NR

Condition of Light - UNK/NR

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACFT WAS FOUND ABANDONED. WRECKAGE SCENE INDICATES COLLISION WITH TREES PRIOR TO COLLISION WITH TERRAIN. ACFT SUSPECTED OF BEING USED FOR ILLEGAL CARGO OPERATIONS.

Brief of Accident (Continued)

File No. - 2634

8/24/84

GOLIAD, TX

A/C Reg. No. N4183B

Time (Lcl) - UNK/NR

-----  
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. - 2671      8/31/84      TEXAS CITY, TX      A/C Reg. No. N19953      Time (Lc1) - 2215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 177B	Eng Make/Model	- LYCOMING O-360-A1F6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	FORT WORTH, TX	
Completeness	Destination	Airport Data
Basic Weather	GALVESTON, TX	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- 5000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Runway Status
Obstructions to Vision	- NONE	- N/A
Precipitation	Type Apch/Lndg	
- NONE	- FORCED LANDING	
Condition of Light		
- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 130
SE LAND	Months Since	- 20	Make/Model - 10
	Aircraft Type	- UNK/NR	Instrument - 15
			Last 24 Hrs - UNK/NR
			Last 30 Days - UNK/NR
			Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DURING THE PRE-FLT INSPECTION THE FUEL TANKS WERE CHECKED BY DIPPING HIS FINGERS INTO THE TANKS TO DETERMINE HOW MUCH FUEL REMAINED. NEITHER TANK WAS FULL BUT THE PLT ESTIMATED THAT SUFFICIENT FUEL REMAINED FOR THE FLT. ABOVE THE FUEL GAGES IN THE ACFT WAS A LABEL TAPED TO THE INST PANEL STATING THAT THE INDICATORS WERE UNRELIABLE. DESCENDING THROUGH 2,300 FT APRX 7 MILES FROM THE DEST ARPT THE ENG LOST POWER. DURING THE FORCED LANDING ROLLOUT ON A HIGHWAY THE RIGHT WING STRUCK A GUARD RAIL POST SEPARATING THE WING FROM THE ACFT. THE RATED PLT PAX REPORTED THAT WHEN THE POWER LOSS OCCURRED THE PLT SAID "WE'RE OUT OF GAS."

Brief of Accident (Continued)

File No. - 2671

8/31/84

TEXAS CITY, TX

A/C Reg. No. N19953

Time (Lcl) - 2215 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

----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. - 2648

9/01/84

MARTINDALE, TX

A/C Reg. No. N177M

Time (Lc1) - 1115 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 -UNKNOWN

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - MILLER AIR SPORTS GEM 260  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 160/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 1600 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  
HELICOPTER

Age - 47

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 27487	Last 24 Hrs - UNK/NR
Make/Model- 1	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

NOTES LEFT BY PLT INDICATE HE HAD BEEN TESTING THE FLIGHT ENVELOPE OF THIS EXPERIMENTAL RACING ACFT, INCLUDING OPERATION OF THE ENGINE BEYOND PROP LIMIT OF 4000 RPM. WITNESSES HEARD ENGINE SOUND SUDDENLY SPEED UP TO HIGH RPM THEN CEASE ALTOGETHER. SOME WITNESSES REPORTED HEARING AN EXPLOSIVE SOUND. ACFT WRECKAGE WAS SCATTERED OVER 1-1/2 MILES. HORIZONTAL AIRFRAME SURFACES WERE DISINTEGRATED; LARGEST PIECE WEIGHED LESS THAN 10 LBS. 3 PROP BLADES (WOOD CORE) HAD SEPARATED 8" OUTBOARD OF HUB; FOURTH BLADE SEPARATED INSIDE SPINNER. ONLY ONE BLADE WAS RECOVERED. EXAMINATION OF AIRFRAME FRACTURES REVEALED SEPARATIONS OCCURRED ALONG MULTIPLE AXES; SIGNATURES IN CONVENTIONAL MATERIALS SHOWED CHARACTERISTICS OF GROSS OVERLOAD. COMPOSITE MATERIAL SEPARATIONS PARALLELED WARP OF "CLOTH" EXCEPT IN AREAS OF HIGH PEEL STRESS. ALL COMPOSITE STRUCTURES EXHIBITED UNIFORM SATURATION OF RESIN; NO AIR BUBBLES FOUND IN LAYUP.

Brief of Accident (Continued)

File No. - 2648

9/01/84

MARTINDALE, TX

A/C Reg. No. N177M

Time (Lc1) - 1115 CDT

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      UNKNOWN

Finding(s)

1. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
4. STABILIZER - OVERLOAD
5. STABILIZER - DISINTEGRATED
6. WING - OVERLOAD
7. WING - DISINTEGRATED

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2630      9/03/84      MIDLAND, TX      A/C Reg. No. N2324A      Time (Lc1) - 1320 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-38	Eng Make/Model	- LYCOMING O-23-5L2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/013 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data SKY RANCH</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 5000/ 30</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 - 44</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 - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 328</p> <p>Make/Model- 28</p> <p>Instrument- 2</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 1</p> <p>Last 90 Days- 1</p>
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Instrument Rating(s) - NONE

-----Narrative-----

BOTH PLTS WERE PRACTICING 180 DEGREE POWER OFF "SPOT" LANDINGS AFTER HIATUS FROM FLYING ACTIVITY. PLT IN LEFT SEAT WAS AT CONTROLS, UNDERSHOT SLIGHTLY AND ACFT BOUNCED ON TOUCHDOWN. PLT APPLIED POWER FOR RECOVERY FROM THE BOUNCED LNDG BUT RIGHT SEAT PLT ALSO TOOK CONTROLS AND INTERFERED WITH THE RECOVERY. ACFT SETTLED TO THE GROUND LEFT WING LOW RESULTING IN A SWERVE TO THE LEFT. LEFT SEAT PLT CUT POWER AND APPLIED BRAKES AS ACFT DEPARTED RUNWAY. ACFT CONTINUED ACROSS RAMP AREA AND COLLIDED WITH A FUEL PUMP.

Brief of Accident (Continued)

File No. - 2630

9/03/84

MIDLAND, TX

A/C Reg. No. N2324A

Time (Lcl) - 1320 CDT

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Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
  4. CONTROL INTERFERENCE - IMPROPER USE OF - COPILOT
  5.        IMPROPER DECISION, ANXIETY/APPREHENSION - COPILOT
  6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  7. ABORT - PERFORMED - PILOT IN COMMAND
  8. OBJECT - AIRPORT FACILITY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2695

9/06/84

LUBBOCK, TX

A/C Reg. No. N3675T

Time (Lcl) - 0927 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	2	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BEECH A36  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 280 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/008 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LUBBOCK, TX  
Destination  
TEXARKANA, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP  
PRECAUTIONARY LANDING

Airport Proximity  
ON AIRPORT

Airport Data

LUBBOCK INTERNATIONAL  
Runway Ident - 26  
Runway Lth/Wid - 8000/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - NO

Months Since - 28

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2134

Make/Model- 20

Instrument- 22

Multi-Eng - 134

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

FAILURE TO COMPLETE BOTH THE TAKEOFF AND LANDING CHECK-LISTS RESULTED IN TAKING OFF WITH THE ELEVATOR TRIM IMPROPERLY SET AND THE GEAR-UP LANDING. ACCORDING TO THE PLT, AS THE ACFT WAS CLEANED-UP AFTER TAKEOFF FROM RWY 17R THE NOSE BECAME VERY HEAVY. THE PRECAUTIONARY LANDING WAS MADE TO RWY 26, INADVERTENTLY GEAR-UP. AFTER RECOVERY OF THE ACFT WRECKAGE THE ELEVATOR TRIM WAS FOUND FULL NOSE DOWN. INVESTIGATION REVEALED NO MECHANICAL MALFUNCTIONS. THE PLT STATED THAT PRIOR TO TAKEOFF THE TRIM WAS IN THE TAKEOFF RANGE AND THAT NO EFFORTS TO RE-TRIM WERE MADE DURING THE SHORT FLT.

Brief of Accident (Continued)

File No. - 2695

9/06/84

LUBBOCK, TX

A/C Reg. No. N3675T

Time (Lc1) - 0927 CDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROL, ELEVATOR TAB SURFACE - IMPROPER
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
6. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
8. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
9. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,8

Factor(s) relating to this accident is/are finding(s) 5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2672      9/09/84      SAN ANTONIO, TX      A/C Reg. No. N5643C      Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE  
Crew      0  
Pass      0

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

-----Aircraft Information-----

Make/Model      - CESSNA 140A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 180/013 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
UVALDE, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TWIN OAKS  
Runway Ident      - 30  
Runway Lth/Wid      - 1000/ 30  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 27

Biennial Flight Review

Current      - YES  
Months Since      - 11  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	99	Last 24 Hrs	-	1
Make/Model	-	17	Last 30 Days	-	UNK/NR
Instrument	-	2	Last 90 Days	-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO LAND ON AN UPSLOPING RWY WITH A QUARTERING TAILWIND. PLTS WHO LANDED JUST BEFORE THE ACCIDENT REPORTED DOWNDRAFTS AND A STRONG X-WIND EXPERIENCED DURING THE APCH. DURING THE GO-AROUND THE AIRSPEED DECREASED TO 40 MPH AS THE ACFT FLEW OVER HOUSES ADJACENT TO THE ARPT. THE ACFT SETTLED INTO AND CAME TO REST IN THE FRONT YARDS OF THE 2 OF THE HOUSES.

Brief of Accident (Continued)

File No. - 2672

9/09/84

SAN ANTONIO, TX

A/C Reg. No. N5643C

Time (Lc1) - 1230 CDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - DOWNDRAFT
  3. WEATHER CONDITION - TAILWIND
  4.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  6. GO-AROUND - INITIATED - PILOT IN COMMAND
  7. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2633      9/09/84      KERRVILLE, TX

A/C Reg. No. N9128P

Time (Lcl) - 1200 CDT

-----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	3

-----Aircraft Information-----

Make/Model    - PIPER PA-24  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2900  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-540-E4A5  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - FSS  
Method        - TELEPHONE  
Completeness   - WEATHER NOT PERTINENT  
Basic Weather   - VMC  
Wind Dir/Speed- 180/006 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  
CARRIZO SPRINGS, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

Airport Proximity  
ON AIRPORT

Airport Data  
SCHREINER

Runway Ident    - 12  
Runway Lth/Wid   - 4400/ 100  
Runway Surface   - ASPHALT  
Runway Status    - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 61  
Biennial Flight Review  
Current        - YES  
Months Since   - 7  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 6650      Last 24 Hrs - 2  
Make/Model-   200      Last 30 Days- UNK/NR  
Instrument-   1900      Last 90 Days- 89  
Multi-Eng - 3000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT AFTER FAILING TO GET A "GEAR DOWN" LIGHT, HE CYCLED GEAR WITH NO SUCCESS IN OBTAINING A LIGHT AND RECEIVED NO RESPONSE TO CALL ON UNICOM FREQUENCY FOR VISUAL CHECK FROM GROUND. PLT STATED HE ELECTED TO LAND ANYWAY AND THAT NOSE GEAR COLLAPSED ON NORMAL TOUCHDOWN. WITNESS (LINEMAN) STATED NO CALL WAS RECEIVED ON UNICOM FREQUENCY. HE OBSERVED THE ACFT IN THE PATTERN AND THE GEAR APPEARED TO BE DOWN. WITNESS FURTHER STATED HE OBSERVED THE ACFT LAND ON THE MAIN GEAR AND WHEN THE NOSE GEAR WAS LOWERED TO RUNWAY SURFACE IT COLLAPSED AS THE NOSE REBOUNDED AND THE ACFT BOUNCED SEVERAL FEET INTO THE AIR. THE ACFT TOUCHED DOWN AND BOUNCED TWICE MORE BEFORE REMAINING ON GROUND. INSPECTION REVEALED SUBSTANTIAL OVERLOAD DAMAGE TO NOSE GEAR STRUCTURAL ATTACHMENT AND ACFT TAIL SKID DRIVEN UP INTO LOWER FUSELAGE.

Brief of Accident (Continued)

File No. - 2633

9/09/84

KERRVILLE, TX

A/C Reg. No. N9128P

Time (Lcl) - 1200 CDT

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Occurrence            NOSE GEAR COLLAPSED  
Phase of Operation    LANDING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2674      9/11/84      WHARTON, TX      A/C Reg. No. N4293Y      Time (Lcl) - 0850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -TAXI			0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2550	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 180 HP	

-----Environment/Operations Information-----

<b>Weather Data</b> Wx Briefing      - NO RECORD OF BRIEFING Method            - N/A Completeness    - N/A Basic Weather    - VMC Wind Dir/Speed- 130/005 KTS Visibility        - 10.0 SM Lowest Sky/Clouds - 2000 FT SCATTERED Lowest Ceiling    - NONE Obstructions to Vision- NONE Precipitation     - NONE Condition of Light      - DAYLIGHT	<b>Itinerary</b> Last Departure Point CORPUS CHRISTI, TX Destination SAME AS ACC/INC  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance    - NONE Type Apch/Lndg      - TRAFFIC PATTERN FULL STOP	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> WHARTON MUNI Runway Ident        - 14 Runway Lth/Wid     - 3800/ 60 Runway Surface      - ASPHALT Runway Status       - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 26 Biennial Flight Review Current            - UNK/NR Months Since      - UNK/NR Aircraft Type      - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total              - 102 Make/Model-        6 Instrument-         0 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 9
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING ON RWY 14 THE PLT DID A 180 DEG TURN AND TAXIED BACK DOWN THE RWY. WHILE ATTEMPTING TO TURN RIGHT ONTO THE TAXIWAY THE LEFT MAIN GEAR DEPARTING THE IMPROVED SURFACE AND COLLAPSED WHEN IT STRUCK A CONCRETE CULVERT. BRAKE SKID MARKS WERE FOUND ON THE RWYAND TAXIWAY LEADING TO THE POINT OF THE GEAR COLLAPSE. NO MECHANICAL MALFUNCTIONS WERE REPORTED.

Brief of Accident (Continued)

File No. - 2674

9/11/84

WHARTON, TX

A/C Reg. No. N4293Y

Time (Lc1) - 0850 CDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

2. OBJECT - AIRPORT FACILITY  
-----

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2680      9/13/84      LIVERPOOL, TX      A/C Reg. No. N89318      Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			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 - 1500	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	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 318
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 69
		Last 30 Days- UNK/NR
		Instrument- 20
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 900 FT AGL THE ENG LOST POWER AND THE PLT EXECUTED A FORCED LANDING IN THE UNIMPROVED TERRAIN. AT TOUCHDOWN THE ACFT STRUCK TREES AND A DIRT ENBANKMENT NOSING OVER INVERTED. INVESTIGATION REVEALED WATER IN THE GASCOLATOR AS WELL AS THE LEFT FUEL TANK. ACCORDING TO THE PLT, IT WAS NECESSARY TO SUMP THE LEFT WING TANK 3 TIMES BEFORE A GOOD FUEL SAMPLE WAS OBTAINED. THE PLT FURTHER REPORTED THAT THE ACFT LEFT MAIN GEAR WAS IN A DEPRESSION CAUSING THE OUTBOARD SECTION OF THE TANK TO BE LOWER THAN THE SUMP DRAIN AND ENG PICK-UP LINE.

Brief of Accident (Continued)

File No. - 2680

9/13/84

LIVERPOOL, TX

A/C Reg. No. N89318

Time (Lc1) - 1700 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. FLUID, FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
5. TERRAIN CONDITION - DIRT BANK

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2666      9/14/84      SPICEWOOD, TX      A/C Reg. No. N7709E      Time (Lcl) - 1712 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During      -LANDING			0	0	1	0
			0	1	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 150	Eng Make/Model      - CONTINENTAL O-200-A	ELT Installed/Activated      - UNK/NR
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 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	OFF AIRPORT/STRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- 070/008 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 15.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 6500-FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - N/A
Lowest Ceiling      - NONE	Type Apch/Lndg      - UNK/NR	Runway Status      - N/A
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 51	Medical Certificate      - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - UNK/NR	Total      - UNK/NR
SE LAND	Months Since      - UNK/NR	Make/Model- UNK/NR
	Aircraft Type      - UNK/NR	Instrument- UNK/NR
		Multi-Eng      - UNK/NR
		Last 24 Hrs      - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

DESPITE THE EXISTENCE OF AN AIRSTRIIP ACROSS THE STREET FROM HIS HOME, THE PLT ELECTED TO TAKEOFF & LAND ON THE STREET. DURING THE LANDING, THE ACFT HIT SEVERAL TREES & A PUMP HOUSE. LOCAL LAW ENFORCEMENT OFFICERS REPORTED THAT THE PLT WAS DRUNK AND DRINKING BEER WHEN THEY ARRIVED AT THE SITE LESS THAN AN HOUR AFTER THE ACCIDENT. ACCORDING TO THE PAX, THE PLT HAD BEEN DRINKING BEER PRIOR TO TAKEOFF AND TOOK ONE BEER WITH HIM ON THE FLT.

Brief of Accident (Continued)

File No. - 2666

9/14/84

SPICEWOOD, TX

A/C Reg. No. N7709E

Time (Lc1) - 1712 CDT

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
6. OBJECT - BUILDING (NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2631      9/22/84      PONDER, TX      A/C Reg. No. N67833      Time (Lcl) - 0810 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
1  
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/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- 010/004 KTS  
Visibility      - 2.000 SM

Lowest Sky/Clouds      - PART OBS  
Lowest Ceiling      - 300 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FORESTBURG, TX  
Destination  
SAGINAW, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 28

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      - 66      Last 24 Hrs - UNK/NR  
Make/Model- 66      Last 30 Days- UNK/NR  
Instrument- 1      Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

PLT ACKNOWLEDGED INITIATION OF FLIGHT INTO LOW CEILING AND VISIBILITY CONDITIONS WITH NO WX BRIEFING. SHORTLY AFTER TAKEOFF, CONDITIONS DETERIORATED EVEN MORE AND ACFT ENTERED THICK FOG. BREAKING OUT MOMENTARILY, PLT ELECTED A PRECAUTIONARY LNDG ON A ROAD. RIGHT WING STRUCK A FENCE POST ON TOUCHDOWN AND ACFT SWERVED RIGHT, COLLIDING WITH THE FENCE.

Brief of Accident (Continued)

File No. - 2631

9/22/84

PONDER, TX

A/C Reg. No. N67833

Time (Lc1) - 0810 CDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2.     IMPROPER DECISION, TOTAL - PILOT IN COMMAND
  3. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  5. WEATHER CONDITION - LOW CEILING
  6. WEATHER CONDITION - FOG
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  9. OBJECT - FENCE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2647      9/22/84      COLLEYVILLE, TX      A/C Reg. No. N761LR      Time (Lc1) - 0110 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TSIO 520-R	ELT Installed/Activated - YES/NO
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	ADDISON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SHERMAN, TX	Runway Ident - N/A
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 900 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1700
SE LAND	Months Since - 22	Make/Model- 1700
	Aircraft Type - UNK/NR	Instrument- 450
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT AND WIFE HAD FLOWN TO DALLAS (ADDISON ARPT) AND SPENT EVENING WITH FRIENDS. RETURN FLT INITIATED AFTER MIDNIGHT INTO LOW CLNG AND DRIZZLE, ABOUT 12 MINS LATER, WIFE CONTACTED DALLAS (LOVE FLD) TWR ON EMERG FREQ 121.5 AND REPORTED PLT WAS SICK AND UNABLE TO CONTROL ACFT. TWR COORDINATED WITH ARTCC FOR RADAR ASSISTANCE AND ATTEMPTED TO VECTOR THE ACFT TO DALLAS-FT WORTH ARPT (DFW), ABOUT 4 MILES SOUTH. WIFE REPORTED "CAN'T SEE A THING." FOR APRX 18 MINUTES EFFORTS TO BRING THE ACFT OVER DFW CONTINUED, WITH ARPT LIGHTING AT FULL INTENSITY. ACFT WAS INSTRUCTED TO MAKE A SHALLOW LEFT TURN TOWARD DFW AND RADAR CONTACT WAS LOST SHORTLY THEREAFTER. INVESTIGATION REVEALED ACFT COLLIDED WITH TERRAIN IN A NOSE LOW, LEFT-WING-DOWN ATTITUDE. AUTOPSY (PLT) SHOWED EVIDENCE OF TWO PREVIOUS MYOCARDIAL INFRACTIONS AND SEVERE OCCLUSIVE CORONARY ATHEROSCLEROSIS. RELATIVE REPORTED WIFE HAD A FEW HOURS OF DUAL FLT TIME BUT WAS NOT A PLT.

Brief of Accident (Continued)

File No. - 2647

9/22/84

COLLEYVILLE, TX

A/C Reg. No. N761LR

Time (Lcl) - 0110 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
3. AIRCRAFT HANDLING - ATTEMPTED - PASSENGER
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. RADAR ASSISTANCE TO VFR AIRCRAFT - ATTEMPTED - ATC PERSONNEL(ARTCC)
8. AIRCRAFT HANDLING - NOT POSSIBLE - PASSENGER

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. SPIRAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2703      9/30/84      HOUSTON, TX

A/C Reg. No. N64902

Time (Lcl) - 1850 CDT

-----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

Crew      0  
Pass      0

Fatal      0

Injuries

Serious      0

Minor      0

None      1

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/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 340/004 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LAKE CHARLES, LA

Destination

HOUSTON, TX

Airport Proximity

ON AIRPORT

Airport Data

FLYING ACRES

Runway Ident      - 27

Runway Lth/Wid      - 2600/ 83

Runway Surface      - GRASS/TURF

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 25

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      - 42

Make/Model- 28

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT DEPARTED ON SUPERVISED SOLO CROSS-COUNTRY FLT TO SPECIFIC DESTINATION AND RETURN. INSTEAD, PLT LANDED AT UNIMPROVED FIELD WITHOUT REQUIRED PRIOR OPERATOR APPROVAL AND EMBARKED HIS WIFE AS A PASSENGER FOR A LOCAL FLIGHT. ON RETURN FROM LOCAL FLT, A POOR LANDING APPROACH NECESSITATED A GO-AROUND. DURING THE GO-AROUND, FUEL EXHAUSTION OCCURRED. ACFT COLLIDED WITH A FENCE DURING SUBSEQUENT FORCED LANDING.

Brief of Accident (Continued)

File No. - 2703

9/30/84

HOUSTON, TX

A/C Reg. No. N64902

Time (Lc1) - 1850 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, INTERPERSONAL RELATIONS - PILOT IN COMMAND
3. INSTRUCTIONS, WRITTEN/VERBAL - DISREGARDED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2706      10/01/84      PROGRESO, TX

A/C Reg. No. N5255

Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3725  
No. of Seats - 1

Eng Make/Model - P&W R-1340AN1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 600 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 045/006 KTS  
Visibility - 7.0 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

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 - 31

Biennial Flight Review

Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2490	Last 24 Hrs - 2
Make/Model- 2490	Last 30 Days- UNK/NR
Instrument- 9	Last 90 Days- 238

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, PLT HEARD EXPLOSIVE REPORT FROM ENGINE AND EXPERIENCED PARTIAL PWR LOSS. PLT ATTEMPTED TO RETURN FOR LANDING BUT COULD NOT MAINTAIN SUFFICIENT ALTITUDE. LOAD NOT JETTISONED. DURING FORCED LANDING ROLL OUT IN CANE FIELD ACFT NOSED OVER. ENGINE TEARDOWN TO DETERMINE REASON FOR PWR LOSS WAS NOT PERFORMED.

Brief of Accident (Continued)

File No. - 2706

10/01/84

PROGRESO, TX

A/C Reg. No. N5255

Time (Lc1) - 1630 CDT

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND  
-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - CROP  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2627      10/05/84      ROSENBURG, TX

A/C Reg. No. N29618

Time (Lcl) - 1803 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA T210L  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-520-H  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 140/006 KTS  
Visibility      - 12.0 SM

Lowest Sky/Clouds -  
Lowest Ceiling      - 5000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ABILENE, TX  
Destination  
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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, ME LAND

Age - 75

Biennial Flight Review

Current      - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4300	Last 24 Hrs	- 4
Make/Model	- 4000	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 22
Multi-Eng	- 300		

Instrument Rating(s) - NONE

-----Narrative-----

PLT HAD ALTERED ROUTE OF FLIGHT TWICE TO CIRCUMNAVIGATE IFR WX, FINALLY REVERSING COURSE TO LAND AT AN OVERFLOWN VFR AIRPORT. PLT STATED THAT AS HE HEADED TO THE THE ARPT THE ENGINE COUGHED AND QUIT. PLT SWITCHED TANKS AND TURNED ON BOOST PUMP. ENGINE RAN BRIEFLY AND QUIT AGAIN. PLT EXECUTED A FORCED LANDING IN A SMALL CLEAR SPACE BUT ACFT COLLIDED WITH A DITCH DURING LANDING ROLL AND FLIPPED INVERTED. ACFT FLT MANUAL CAUTIONS AGAINST SUSTAINED USE OF "HI" BOOST POSITION OF FUEL PUMP, WHICH CAN CAUSE FLOODING AS EVIDENCED BY A SHORT PERIOD OF POWER FOLLOWED BY A POWER LOSS.

Brief of Accident (Continued)

File No. - 2627

10/05/84

ROSENBURG, TX

A/C Reg. No. N29618

Time (Lc1) - 1803 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2.      UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2784      10/13/84      PORT ISABEL, TX      A/C Reg. No. N16KL      Time (Lcl) - 0803 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 1	2	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 6	1	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- CONSOLIDATED VULTEE PBY-6A	Eng Make/Model	- P & W R-1830-92	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 17600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 1200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - IN PERSON</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 22000 FT</p> <p>Lowest Ceiling - 22000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>HARLINGEN, TX</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 8695
SE LAND, ME LAND	Months Since - 13	Make/Model - 70
	Aircraft Type - PBY-GA	Instrument - 704
		Multi-Eng - 5528
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 162

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AERIAL PHOTOS WERE BEING TAKEN OF THE MISHAP ACFT. MISSION CALLED FOR A SIMULATED WATER LNDG (ACTUAL WATER LNDG PROHIBITED) BY FLYING AS CLOSE AS POSSIBLE TO WATER. CO-PLT AT CONTROLS DESCENDED ACFT TO ABOUT 6 FT, THEN GRADUALLY REDUCED CLRNC TO 6-12 INCHES ABOVE WATER, AIRSPD 105 MPH. CO-PLT INADVERTANTLY ALLOWED ACFT TO TOUCH WATER. ON TOUCHDOWN, ACFT DECELERATED VIOLENTLY AND BROKE UP, EJECTING SEVERAL OF THE OCCUPANTS AND COMING TO REST INVERTED. EXAMINATION OF AERIAL PHOTOS SHOWS ACFT HULL AT TOUCHDOWN WAS SLIGHTLY NOSE DOWN VICE NORMAL LNDG ATTITUDE; WATER CONTACT MADE AT LOCATION OF NOSE LNDG GEAR DOORS. PHOTOS SHOW OUTWARD RUPTURING OF FWD HULL STRUCTURE, NOSE GEAR DOORS MISSING. HULL AT REAR OF STEP SHOWED TWO PARALLEL, 3-FT LONG BY 2-IN WIDE, FORE-TO-AFT AND OUTBD-TO-INBD PENETRATIONS. FLOOR OF SHALLOW LAGOON KNOWN TO HAVE SCATTERED DEBRIS FROM PETROLEUM EXPLORATIONS; HOWEVER, NO POSITIVE DETERMINATION OF ACFT CONTACT WITH SUBMERGED OBJECT COULD BE MADE.

Brief of Accident (Continued)

File No. - 2784

10/13/84

PORT ISABEL, TX

A/C Reg. No. N16KL

Time (Lc1) - 0803 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. CLEARANCE - MISJUDGED - COPILOT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
4. DOOR, LANDING GEAR - OVERLOAD
5. DOOR, LANDING GEAR - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2628      10/14/84      BOOKER, TX      A/C Reg. No. N9737K      Time (Lcl) - 1915 CDT

-----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      - STINSON 108-2	Eng Make/Model      - FRANKLIN GA4-165-B3	ELT Installed/Activated      - YES/NO
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 2400	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	PLAINVIEW, TX	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	BOOKER, TX	MITHELL FIELD
Wind Dir/Speed- 350/015 KTS	ATC/Airspace	Runway Ident      - 17
Visibility      - 15.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 3900/ 30
Lowest Sky/Clouds      - 6000 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	FULL STOP	
Precipitation      - NONE		
Condition of Light      - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 288
SE LAND	Months Since      - 19	Make/Model- 20
	Aircraft Type      - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

PLT ARRIVED AT DESTINATION AT DUSK. LIGHTED WIND TETRAHEDRON WAS OUT OF SERVICE. PLT EXECUTED LOW PASS IN UNSUCCESSFUL ATTEMPT TO SEE WINDSOCK. PLT WAS AWARE OF STRONG SURFACE WINDS (ABOUT 35 KTS), PRESUMED TO BE FROM SW, FROM RECENT FRONTAL PASSAGE AND SELECTED THAT LANDING DIRECTION. ACFT LANDED LONG, PLT REALIZED A STRONG TAILWIND EXISTED BUT FELT TAILWHEEL ACFT WOULD NOT MAKE A SUCCESSFUL GO-AROUND. ACFT OVERRAN PREPARED SURFACE. PLT STEERED INTO TALL GRASS TO ASSIST DECELERATION. COMBINATION OF VEGETATION RESISTANCE AND TAILWIND GUST CAUSED ACFT TO NOSE OVER.

Brief of Accident (Continued)

File No. - 2628

10/14/84

BOOKER, TX

A/C Reg. No. N9737K

Time (Lc1) - 1915 CDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - NOT OPERATING
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - TAILWIND
6. GO-AROUND - NOT SELECTED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - HIGH VEGETATION
9. WEATHER CONDITION - GUSTS

-----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. - 2652      10/19/84      KILGORE, TX      A/C Reg. No. N6248H      Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF				0	0	1

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/005 KTS Visibility - 35.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point KILGORE, TX Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> KILGORE Runway Ident - 18 Runway Lth/Wid - 2040/ 30 Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 144
SE LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 32
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAXIING NORTH TO THE END OF THE STRIP A 180 DEG TURN WAS MADE PRIOR TO TAKEOFF TO THE SOUTH. OUT OF THE TURN THE ACFT WAS LINED UP WITH THE LEFT WING TIP CLOSE TO THE FENCE. THE PLT INTENDED TO CORRECT HIS LINE-UP DURING THE ROLL. ACCORDING TO THE PLT, A COMBINATION OF ENG TORQUE AND A SLIGHT RIGHT CROSSWING CAUSED THE ACFT TO DRIFT INTO THE FENCE. DIRECTIONAL CONTROL WAS LOST AND THE ACFT CAME TO A STOP AFTER ROLLING THROUGH APPX 150 FT OF FENCE. THE NEAREST WX OBSERVATION FACILITY RECORDED WIND FROM 120 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 2652

10/19/84

KILGORE, TX

A/C Reg. No. N6248H

Time (Lc1) - 1715 CDT

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
  3. UNSAFE/HAZARDOUS CONDITION - NOT CORRECTED - PILOT IN COMMAND
  4. OBJECT - FENCE
  5. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2651      10/26/84      EL PASO, TX      A/C Reg. No. N3433U      Time (Lcl) - 1836 CDT

-----Basic Information-----

Type Operating Certificate-AIR TRAVEL CLUB

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - DOUGLAS DC3C  
Landing Gear - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt - 25200  
No. of Seats - 32

Eng Make/Model - P&W R-1830-90C  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1200 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- 260/011 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 1700 FT SCATTERED

Lowest Ceiling - 4400 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

EL PASO INTL.

Runway Ident - 26L

Runway Lth/Wid - 9000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - DC3C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6500

Make/Model- 815

Instrument- 227

Multi-Eng - 4600

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DUE TO LOW OIL PRESSURE AND HIGH OIL TEMP THE RIGHT ENG WAS SECURED. DURING THE PRECAUTIONARY LANDING GEAR EXTENSION WAS DELAYED UNTIL APRX 800 FT AGL. SINCE THE RIGHT ENG POWERS THE ONLY HYDRAULIC PUMP A LANDING GEAR DOWN AND LOCKED CONDITION WAS NOT POSSIBLE BY THE NORMAL MEANS. AS THE GEAR WERE EXTENDED AND HYDRAULIC PRESSURE BEGAN TO DECREASE THE PLT REALIZED THAT NORMAL GEAR EXTENSION WOULD NOT OCCUR. THE ALT OF THE ACFT PRECLUDED THE EMERG EXTENTION OF THE LANDING GEAR. SHORTLY AFTER TOUCHDOWN THE RIGHT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2651

10/26/84

EL PASO, TX

A/C Reg. No. N3433U

Time (Lc1) - 1836 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS, OIL PRESSURE GAGE - PRESSURE TOO LOW
2. ENGINE INSTRUMENTS, OIL TEMPERATURE GAGE - OVERTEMPERATURE
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
4. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
7. HYDRAULIC SYSTEM, PUMP - DISABLED
8. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

9. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8,9

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. - 2650      10/29/84      TERRELL, TX      A/C Reg. No. N8856F      Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -FERRY  
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	0	0

-----Aircraft Information-----

Make/Model    - HUGHES 269A  
Landing Gear   - SKID  
Max Gross Wt   - 1550  
No. of Seats   - 2

Eng Make/Model - LYCOMING HO-360-B1B  
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    - FSS  
Method         - TELEPHONE  
Completeness   - UNK/NR

Basic Weather   - VMC

Wind Dir/Speed- VARIABLE

Visibility      - 7.0    SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling   - NONE

Obstructions to Vision- NONE

Precipitation    - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

TYLER, TX

Destination

TERRELL, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident    - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status   - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance   - NONE

Type Apch/Lndg    - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

NONE

HELICOPTER

Age - 35

Biennial Flight Review

Current        - YES

Months Since   - 6

Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total        - 694

Make/Model   - 79

Instrument    - 51

Last 24 Hrs    - 5

Last 30 Days   - UNK/NR

Last 90 Days   - 38

Rotorcraft     - 692

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ACFT WAS SUBSTANTIALLY DAMAGED DURING AN AUTOROTATIVE LANDING AFTER THE PLT HEARD A "LOUD POP" FROM THE REAR OF THE HELICOPTER. INVESTIGATION REVEALED THE SPINES ON THE LOWER PULLEY SHAFT COUPLING WERE SEVERLY STRIPPED.

Brief of Accident (Continued)

File No. - 2650

10/29/84

TERRELL, TX

A/C Reg. No. N8856F

Time (Lc1) - 1430 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE

Finding(s)

1. MAINTENANCE, RECORDKEEPING - INADEQUATE - OTHER MAINTENANCE PSNL
2. ROTOR DRIVE SYSTEM, MAIN ROTOR DRIVING PULLEY - STRIPPED THREAD
3. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - SEPARATION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - EXCESSIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2719      10/30/84      SANDIA, TX

A/C Reg. No. N97476

Time (Lcl) - 1930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model      - STINSON 108  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - FRANKLIN 6A4 165BA3  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 165 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - VMC  
Wind Dir/Speed- 135/005 KTS

Visibility      - 10.0 SM

Lowest Sky/Clouds      - 1500 FT SCATTERED

Lowest Ceiling      - 1000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

HOUSTON, TX

Destination

SANDIA, TX

Airport Proximity

ON AIRSTRIP

Airport Data

ARROWHEAD

Runway Ident      - 13

Runway Lth/Wid      - 3600/ 50

Runway Surface      - GRASS/TURF

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current      - YES

Months Since      - 2

Aircraft Type      - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 218      Last 24 Hrs      - 3

Make/Model- 8      Last 30 Days- UNK/NR

Instrument- 5      Last 90 Days- 5

Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING A NIGHT LANDING AT AN UNLIGHTED AIRPORT. PLT STATED HE EXECUTED A LOW ANGLE APPROACH, KNOWING OF ELEVATED AND WOODED TERRAIN OFF THE END OF THE RUNWAY. ON SIGHTING TREES TO HIS LEFT, HE INITIATED A GO-AROUND BUT STRUCK OTHER TREES BEFORE CLIMB COULD BE ESTABLISHED. THE AIRCRAFT THEN CONTACTED THE RUNWAY AND GROUND LOOPED.

Brief of Accident (Continued)

File No. - 2719

10/30/84

SANDIA, TX

A/C Reg. No. N97476

Time (Lcl) - 1930 CST

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Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  4. LIGHT CONDITION - DARK NIGHT
  5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
  6. OBJECT - TREE(S)
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2718

11/04/84

PARIS, TX

A/C Reg. No. N6258G

Time (Lcl) - 1815 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150K  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 350/004 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
CLARKSVILLE, TX  
Destination  
PARIS, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND  
HELICOPTER

Age - 37

Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	2569	Last 24 Hrs	-	2
Make/Model	-	980	Last 30 Days	-	UNK/NR
Instrument	-	107	Last 90 Days	-	189
Multi-Eng	-	181	Rotorcraft	-	511

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT WAS BEING FLOWN TO A NEARBY FACILITY FOR REFUELING. FUEL EXHAUSTION OCCURRED EN ROUTE. THE PLT SET UP A FULL FLAPS DESCENT AND COLLIDED WITH TREES ON LANDING.

Brief of Accident (Continued)

File No. - 2718

11/04/84

PARIS, TX

A/C Reg. No. N6258G

Time (Lc1) - 1815 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. FLUID, FUEL - EXHAUSTION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
  4. TERRAIN CONDITION - HIGH TERRAIN
  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

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. - 2715      11/08/84      DENVER CITY, TX      A/C Reg. No. N64975      Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 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- 225/018 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
LUBBOCK, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - STRAIGHT-IN

Airport Proximity  
ON AIRSTRIP

Airport Data

TWO-LEGS  
Runway Ident      - 27  
Runway Lth/Wid      - 3600 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 52

Biennial Flight Review

Current      - YES  
Months Since      - 10  
Aircraft Type      - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 114	Last 24 Hrs	- 1
Make/Model-	114	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

PLT CITED GUST ON LANDING CAUSED ACFT TO DRIFT TO RIGHT, PLT VISUAL ACUTENESS REDUCED BY LANDING INTO SETTING SUN. CORRECTIVE CONTROL INPUT OF LEFT AILERON WAS EXCESSIVE, CAUSING LEFT WING TO DROP TO GROUND CONTACT. ACFT PIVOTED ABOUT LEFT WING TIP AND CAME TO REST.

Brief of Accident (Continued)

File No. - 2715

11/08/84

DENVER CITY, TX

A/C Reg. No. N64975

Time (Lcl) - 1800 CST

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. LIGHT CONDITION - SUNGLARE
  3. WEATHER CONDITION - GUSTS
- 

Occurrence #2            DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - INADVERTENT -
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2716      11/09/84      AMARILLO, TX      A/C Reg. No. N2333D      Time (Lcl) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire                         NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model        - CESSNA 170B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2200  
No. of Seats       - 4

Eng Make/Model - CONTINENTAL C-145-2  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method            - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 290/022 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

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

TRADEWINDS  
Runway Ident      - 23  
Runway Lth/Wid    - 2730/ 55  
Runway Surface    - ASPHALT  
Runway Status     - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41

Biennial Flight Review

Current            - YES  
Months Since       - 0  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 280	Last 24 Hrs	- 5
Make/Model-	21	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

WHEN ADVISED OF HIGH WINDS AT DESTINATION, PLT DIVERTED TO EN ROUTE ALTERNATE ON ARRIVAL AT ALTERNATE, PLT WAS ADVISED OF 60 DEGREE CROSSWIND WITH GUSTS TO 40 MPH. PLT HAD 21 HRS EXPERIENCE IN CONVENTIONAL (TAILWHEEL) ACFT. ON LANDING TOUCHDOWN, GUSTS LIFTED ACFT AND CARRIED IT OFF CENTERLINE. PLT ATTEMPTED TO LEVEL OFF, CORRECT DRIFT AND RELAND, BUT LANDING GEAR STRUCK A PARALLEL FENCE. RT MAIN GEAR COLLAPSED ON SUBSEQUENT OFF-RUNWAY TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2716

11/09/84

AMARILLO, TX

A/C Reg. No. N2333D

Time (Lc1) - 1645 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - INADEQUATE
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - HIGH WIND
6. WEATHER CONDITION - GUSTS
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

8. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
9. OBJECT - FENCE

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

10. LANDING GEAR, MAIN GEAR ATTACHMENT - PREVIOUS DAMAGE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2717      11/12/84      EDINBURG, TX      A/C Reg. No. N94387      Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	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-L2C  
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- 070/010 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      -

Lowest Ceiling      - 2900 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MCALLEN, TX

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

EDINBURG INT'L

Runway Ident      - 14

Runway Lth/Wid      - 3200/ 150

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - GO AROUND

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

Biennial Flight Review

Current      - N/A

Months Since      - N/A

Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 88      Last 24 Hrs      - 1

Make/Model- 88      Last 30 Days- UNK/NR

Instrument- 3      Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A BOUNCED LANDING, PLT ATTEMPTED A GO-ROUND, BUT INADVERTENTLY RAISED THE FLAPS. THE ACFT SETTLED INTO A PLOWED FIELD ADJACENT TO THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2717

11/12/84

EDINBURG, TX

A/C Reg. No. N94387

Time (Lc1) - 1615 CST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. FLARE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING

Finding(s)  
2. GO-AROUND - IMPROPER - PILOT IN COMMAND  
3.        IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND  
4. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND  
5. CLIMB - NOT POSSIBLE - PILOT IN COMMAND  
-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)  
6. TERRAIN CONDITION - SOFT  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2713      11/19/84      PAMPA, TX

A/C Reg. No. N54028

Time (Lc1) - 0730 CST

-----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      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew  
NONE      Pass

-----Aircraft Information-----

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-D2J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed- 360/004 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 500 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
TULSA, OK  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ADF/NDB  
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PERRY LEFORS  
Runway Ident      - 17  
Runway Lth/Wid      - 5500/ 100  
Runway Surface      - ASPHALT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 27  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1593
Make/Model-	128
Instrument-	92
Multi-Eng -	76
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	221

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PREFLIGHT WEATHER BRIEFING SHOWED CLOSEST REPORTING STATION TO DESTINATION BELOW DEST APCH MINIMUM OF 1 MILE VISIBILITY BUT FCST TO IMPROVE TO 1/2 MI BY ARRIVAL. AREA FREEZING LEVEL FCST AT 3-4000 FT. FLT TO DEST AT 6000 FT WAS ON TOP OF CLOUDS AND UNEVENTFUL. PLT CONTACTED DEST ON UNICOM AND WAS ADVISED OF "LOW GROUND FOG AND VERY POOR VISIBILITY." PLT MADE NO FURTHER EFFORT TO CLARIFY CONDITIONS, COMMENCED NDB APPROACH AND ENTERED CLOUDS AT 4000 FT. ACFT STRUCTURAL ICING OCCURRED DURING APPROACH. PLT SIGHTED RUNWAY LIGHTS BUT LOST CONTACT IN TURN TO ADJUST COURSE & EXECUTED A MISSED APPROACH. DUE TO STRUCTURAL ICING, PLT UNABLE TO CLIMB ABOVE 3800 FT, THEN UNABLE TO MAINTAIN ALT AS ICE CONTINUED TO ACCRETE. PLT WAS UNABLE TO ARREST DESCENT BUT ON VISUAL CONTACT WITH GROUND MANEUVERED TO A FORCED LANDING IN AN OPEN FIELD. PLT REPORTED CONDITIONS AT DESTINATION WERE ABOVE APPROACH MINIMUMS.

Brief of Accident (Continued)

File No. - 2713

11/19/84

PAMPA, TX

A/C Reg. No. N54028

Time (Lc1) - 0730 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - ISSUED - ATC PERSONNEL(FSS)
2. WEATHER FORECAST - ISSUED - ATC PERSONNEL(FSS)
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - ICING CONDITIONS
6. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
7. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, EXPECTANCY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

9. WING - ICE
10. AIRCRAFT PERFORMANCE - DETERIORATED
11. PULL-UP - NOT POSSIBLE -

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

12. TERRAIN CONDITION - OPEN FIELD

----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) 3,4,5,6,8,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2667      12/02/84      LAGRANGE, TX      A/C Reg. No. N3296E      Time (Lcl) - 1820 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	3
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity 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	COLLEGE STATION, TX	GUENTHER FIELD
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 1	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
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

FOR UNKNOWN REASONS THE PLT ABORTED THE TAKEOFF. DIRECTIONAL CONTROL WAS LOST AND THE ACFT ROLLED INTO A PARKED ACFT. THE PRIVATE PLT RECEIVED HIS RATING 2 DAYS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2667

12/02/84

LAGRANGE, TX

A/C Reg. No. N3296E

Time (Lc1) - 1820 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - AIRCRAFT PARKED
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2711      12/02/84      SPEARMAN, TX      A/C Reg. No. N100RJ      Time (Lcl) - 1115 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 - DESCENT

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - AMERICAN AVIATION AA-1A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 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- 029/008 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 60  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)  
Total - 444  
Last 24 Hrs - 1  
Make/Model- 25  
Instrument- 0  
Last 30 Days- UNK/NR  
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

PLT HAD PULLED UP FORM A LOW PASS OVER CATTLE WHEN ENG QUIT. PLT CITED PROBABLE CARBURETOR ICING BUT DID NOT USE CARB HEAT. IN TURN TO EMERGENCY LANDING AREA, ACFT SPEED DECAYED AND ACFT MUSHED INTO GROUND, COLLIDING WITH A DITCH.

Brief of Accident (Continued)

File No. - 2711

12/02/84

SPEARMAN, TX

A/C Reg. No. N100RJ

Time (Lc1) - 1115 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2751      9/07/84      LEHI,UT

A/C Reg. No. N5211F

Time (Lc1) - 1230 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - R. LAMAR BRADSHAW ROTORWAY EXECEng Make/Model - RPTPRWAY RW145  
Landing Gear - SKID      Number Engines - 1  
Max Gross Wt - 1285      Engine Type - RECIPROCATING-CARBURETOR  
No. of Seats - 4      Rated Power - 145 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

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 - 50  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	8	Last 24 Hrs -	1
Make/Model-	8		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	3
			Rotorcraft -	8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING HOVER TAXIING AT THE ABANDONED ARPT. WHILE TAXIING THE RIGHT SKID HIT A 3 INCH HIGH MOUND OF DIRT. THE ACFT BOUNCED UP AND ROLLED TO THE LEFT. THE PLT ATTEMPTED TO CORRECT USING THE CYCLIC BUT THE ACFT BEGAN TO ROLL FURTHER TO THE LEFT AND RIGHT ABOUT THE LONGITUDINAL AXIS. THE PLT LOWER THE COLLECTIVE, THE ACFT LANDED ON THE LEFT SKID AND ROLLED OVER. THE STUDENT PILOT HAD LOGGED A TOTAL OF 8 HOURS OF FLT TIME.

Brief of Accident (Continued)

File No. - 2751

9/07/84

LEHI,UT

A/C Reg. No. N5211F

Time (Lcl) - 1230 MDT

Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    HOVER

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
5. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

6. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

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. - 2688

9/12/84

VERNAL, UT

A/C Reg. No. N1086Y

Time (Lcl) - 1630 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - BELL 206B  
Landing Gear - SKID  
Max Gross Wt - 3200  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 317 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/005 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - 11000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
VERNAL, UT  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - 206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1634  
Make/Model- 57  
Instrument- 392  
Multi-Eng - 480  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 88  
Rotorcraft - 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT WHILE ON A HEADING OF 050 DEGS (WIND FROM 270 DEGS AT 5 KTS) THE ACFT BEGAN TO SHUDDER AND VEERED TO THE RIGHT. PLT ATTEMPTED REMEDIAL ACTION BUT ACFT CONTINUED DESCENDING IN A RIGHT SPIRAL TO GROUND CONTACT. EXAMINATION OF THE HELICOPTER DID NOT DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION. BELL HELICOPTER TEXTRON, INC., PUBLISHED INFORMATION LETTER 206-84-41 DATED JULY 6, 1984 IN WHICH IT DESCRIBES UNANTICIPATED RIGHT YAW AS, "... THE OCCURRENCE OF AN UNCOMMANDED RIGHT YAW RATE WHICH DOES NOT SUBSIDE OF ITS OWN ACCORD AND WHICH, IF NOT CORRECTED CAN RESULT IN LOSS OF AIRCRAFT CONTROL." THE PLT WAS IN THE POST SOLO PHASE OF HIS HELICOPTER TRAINING. ONE PASSENGER WAS ON BOARD WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2688

9/12/84

VERNAL,UT

A/C Reg. No. N1086Y

Time (Lcl) - 1630 MDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2750

9/29/84

BRIGHAM CITY,UT

A/C Reg. No. N8JN

Time (Lcl) - 1530 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - ROLLADEN-SCHNEIDER GMBH LS3

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1500

No. of Seats - 1

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - N/A

Rated Power - N/A

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRIGHAM CITY,UT

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

GLIDER

Age - 41

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1650

Make/Model- 111

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 IMPACTED ON A MOUNTAIN RIDGE DURING A 60 DEG LEFT BANK. THE PLT HAD BEEN IN RADIO COMMUNICATION WITH ANOTHER GLIDER PLT NEAR HIS FLT AREA. JUST PRIOR TO THE ACCIDENT HE RADIOED THAT HE WAS GOING AROUND A MOUNTAIN POINT IN SEARCH OF A THERMAL. WHEN NO MORE COMMUNICATIONS WERE HEARD, THE ACCOMPANYING FLT FLEW AROUND THE POINT & FOUND THE ACCIDENT WRECKAGE. THE WRECKAGE WAS INTACT WITH EXTENSIVE DAMAGE TO THE FWD FUSELAGE. THE ELT IN THE PLTS COMPARTMENT WAS SHATTERED.

Brief of Accident (Continued)

File No. - 2750

9/29/84

BRIGHAM CITY,UT

A/C Reg. No. N8JN

Time (Lc1) - 1530 MDT

-----  
Occurrence                IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation        MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4.    CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2693

9/07/84

SKAMANIA,WA

A/C Reg. No. N191WB

Time (Lcl) - 1850 PDT

-----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 -DESCENT

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA T210M  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP  
ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PENDLETON,OR  
Destination  
VANCOUVER,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 - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 59  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - C-T210M

Medical Certificate - EXPIRED  
Flight Time (Hours)  
Total - 467  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR

Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS, LOCATED 3 MI SE OF THE ACCIDENT SITE, REPORTED HEARING THE ACFT "REV UP TO A SCREAM FOLLOWED BY A CRASH THAT SOUNDED LIKE A MINIATURE SONIC BOOM." THE ACFT CONTACTED THE TERRAIN IN AN UNCONTROLLEDD DESCENT AT AN ELEV OF 2100 FT MSL. INSPECTION OF THE WRECKAGE REVEALED THE HORIZONTAL STABILIZER AND LEFT WING HAD SEPARATED FROM THE ACFT. THE SEPARATED OUTBOARD SECTION OF THE LEFT WING WAS NOT LOCATED. METALLURGICAL EXAM OF THE REMAINING PORTION OF THE LEFT WING SPAR DISCLOSED A FAILURE "TYPICAL OF OVERSTRESS." THE NEAREST WX REPORTING STATION, TROUTDALE, OR, LOCATED 13 NM SW OF THE ACCIDENT LOCATION AT AN ELEV OF 30 FT MSL HAD A 1845 PDT OBSERVATION OF: 2500 FT SCATTERED, E4000 FT OVERCAST WITH 20 SM VIVIBILITY.

Brief of Accident (Continued)

File No. - 2693

9/07/84

SKAMANIA,WA

A/C Reg. No. N191WB

Time (Lcl) - 1850 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation UNKNOWN

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
8. WING - OVERLOAD
9. WING - SEPARATION
10. HORIZONTAL STABILIZER SURFACE - 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) 3,5,6,7

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. - 2726

9/16/84

ABERDEEN,WA

A/C Reg. No. N1150T

Time (Lc1) - 0115 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - 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- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 1000 FT  
Lowest Ceiling - 1000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
TACOMA,WA  
Destination  
HOQUIAM,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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 49

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1400	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-----

ACFT WRECKAGE INDICATES IMPACT WAS NOSE DOWN INVERTED. NO EVIDENCE WAS FOUND OF ACFT FAILURE/MALFUNCTION. PLT DEPARTED ON NIGHT CROSS-COUNTRY AFTER AN EVENING OUT WITH FRIENDS. WRECKAGE FOUND TWO MONTHS LATER, NO TOXICOLOGICAL TESTS POSSIBLE.

Brief of Accident (Continued)

File No. - 2726

9/16/84

ABERDEEN,WA

A/C Reg. No. N1150T

Time (Lc1) - 0115 PDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  2. LIGHT CONDITION - DARK NIGHT
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. DESCENT - UNCONTROLLED - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2624      12/18/84      HOQUIAM,WA      A/C Reg. No. N100LM      Time (Lcl) - 1100 PST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation      -POSITIONING  
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      - HILLER UH-12ET  
Landing Gear      - SKID  
Max Gross Wt      - 3100  
No. of Seats      - 4

Eng Make/Model      - ALLISON 250C-20  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 305 HP

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- 090/005 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ELMA  
Destination  
CRANE CREEK,WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - STRAIGHT-IN  
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND  
HELICOPTER

Age - 43

Biennial Flight Review

Current      - YES  
Months Since      - 16  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5000	Last 24 Hrs	- 1
Make/Model-	3500	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	100
Multi-Eng	- UNK/NR	Rotorcraft	- 5000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED THAT WHILE IN NORMAL CRUISE FLIGHT, A TOTAL LOSS OF POWER OCCURRED. AUTOROTATION WAS EFFECTED IN MOUNTAINOUS, WOODED TERRAIN. EXAMINATION OF THE ENGINE SHOWED CONTINUITY AND FREEDOM OF ROTATION. EXAMINATION OF THE FUEL SYSTEM DISCLOSED NO DISCREPANCIS.

Brief of Accident (Continued)

File No. - 2624

12/18/84

HOQUIAM, WA

A/C Reg. No. N100LM

Time (Lc1) - 1100 PST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
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

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. - 2727      12/19/84      WEST SEATTLE, WA      A/C Reg. No. N4247A      Time (Lc1) - 1108 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	Serious	Minor	None	
Type of Operation -TEST	NONE	Pass	0	0	1	0
Flight Conducted Under -14 CFR 91			0	1	1	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC-3 TURBO	Eng Make/Model - P&W PT-6A-135	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 8000	Engine Type - TURBOPROP	
No. of Seats - 3	Rated Power - 787 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SEATTLE, WA	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	
Completeness - N/A		<b>Airport Data</b>
Basic Weather - VMC	ATC/Airspace	BOEING FIELD
Wind Dir/Speed- 030/003 KTS	Type of Flight Plan - NONE	Runway Ident - N/A
Visibility - 60.0 SM	Type of Clearance - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT	Type Apch/Lndg - FORCED LANDING	Runway Surface - N/A
Lowest Ceiling - 10000 FT BROKEN		Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8500
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Make/Model- 15
HELICOPTER ,FREE BALLOON	Aircraft Type - B58	Instrument- 4000
		Multi-Eng - 5000
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 15
		Rotorcraft - 500

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ACFT WAS PERFORMING TEST FLT MANUVERS WHEN PROBLEMS WITH THE MODIFIED FUEL SYSTEM OCCURRED. ICE BLOCKING A FUEL LINE CAUSED PARTIAL COLLAPSE OF TE MAIN (ENGINE FEED) FUEL CELL WICH PRODUCED AN ERROUNEUS FUEL QUANTITY READING. IN ADDITION, THE MAIN TANK OVERFLOW SHUTOFF VALVE WAS LEAKING, SO TANK OVERFLOW OCCURRED. THE FUEL OVERFLOW CAUTION SYSTEM LIGHT ILLUMINATED AND AUXILIARY TANK FUEL PUMP FEED TO MAIN AUTOMATICALLY SHUT DOWN. DUE TO MISCALIBRATION, THIS SYSTEM OVERRODE PLT ATTEMPTS TO RESTART AUX FUEL PUMPS. PLT REMAINED IN TEST AREA TROUBLESHOOTING RATHER THAN IMMEDIATE RETURN TO BASE, FINALLY NOTED MAIN TANK GAGE CONTINUING TO READ "FULL." EN ROUTE TO BOWING FIELD, FUEL STARVATION OCCURRED. PLT OPTED TO ATTEMPT FORCED LNDG IN SMALL ATHLETIC FIELD IN RESIDENTIAL AREA VICE DITCH IN PUGET SOUND. ACFT TOUCHED DOWN IN INTENDED LNDG AREA, BOUNCED ACROSS ADJACENT STREET. ARRESTING ACTION OF TELEPHONE WIRES ON VERTICAL FIN BROUGHT ACFT TO REST IN RESIDENTIAL BACKYARD WITH RELATIVELY LITTLE DAMAGE.

Brief of Accident (Continued)

File No. - 2727

12/19/84

WEST SEATTLE, WA

A/C Reg. No. N4247A

Time (Lcl) - 1108 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM, LINE - FLUTTER
2. FUEL SYSTEM, TANK - DISTORTED
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation UNKNOWN

Finding(s)

4. FUEL SYSTEM, FUEL SHUTOFF - LEAK

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

5. SAFETY SYSTEM(OTHER) - JAMMED
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE

Finding(s)

7. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
8. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
9. FLUID, FUEL - STARVATION

Occurrence #5 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #6 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

10. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9

Factor(s) relating to this accident is/are finding(s) 2,3, 246E738310

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2643      12/19/84      DEER PARK,WA      A/C Reg. No. N7336B      Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire

NONE

Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - CESSNA A152

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

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

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

SPOKANE,WA

Destination

DEER PARK,WA

Airport Proximity

ON AIRPORT

Airport Data

DEER PARK

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - SNOW - COMPACTED

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----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 - 2502

Last 24 Hrs - 3

SE LAND,ME LAND

Months Since - 16

Make/Model- 27

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 92

Last 90 Days- 167

Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING PRACTICE ON AN INSTRUCTIONAL FLIGHT AT AN UNCONTROLLED ARPT, ACFT WAS BEING TAXIIED BACK FOR TAKEOFF AFTER A FULL STOP LANDING. SURFACE WAS ICY AND SNOW-COVERED. STUDENT WAS PRACTICING DIRECTIONAL CONTROL EXERCISE WITH RUDDER. ACFT SKIDDED AND SLID INTO A SNOW BANK.

Brief of Accident (Continued)

File No. - 2643

12/19/84

DEER PARK,WA

A/C Reg. No. N7336B

Time (Lcl) - 1430 PST

Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation       TAXI - TO TAKEOFF

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
2. AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       TAXI - TO TAKEOFF

Finding(s)

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2738      12/31/84      PORT TOWNSEND,WA      A/C Reg. No. N4502E      Time (Lc1) - 1630 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 230/003 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 3000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PORT TOWNSEND,WA  
Destination  
PORT TOWNSEND,WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

JEFFERSON COUNTY INTERN'L  
Runway Ident - 09  
Runway Lth/Wid - 3300/ 80  
Runway Surface - GRASS/TURF  
Runway Status - SNOW - 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-WAIVERS/LIMIT

Flight Time (Hours)

Total - 90	Last 24 Hrs - UNK/NR
Make/Model- 10	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ONCE AIRBORNE DURING TAKEOFF, THE LEFT WING DROPPED. PLT ATTEMPTED REMEDIAL ACTION, HOWEVER, THE ACFT CONTACTED THE LEFT SIDE OF THE TAXIWAY IN A NOSE DOWN, LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2738

12/31/84

PORT TOWNSEND, WA

A/C Reg. No. N4502E

Time (Lcl) - 1630 PST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT -
  4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
- 

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) 1,4







EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7232

NTSB-AAB-86-10

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