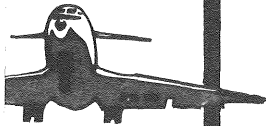


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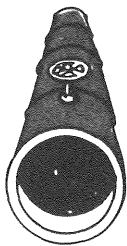
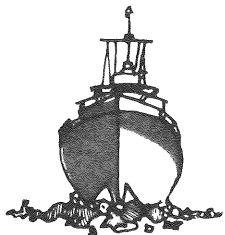
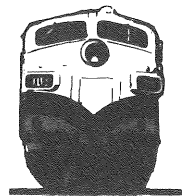


# NATIONAL TRANSPORTATION SAFETY BOARD

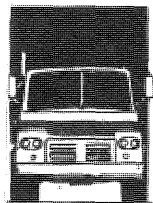
WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 15 OF 1984 ACCIDENTS



NTSB/AAB-86/11



UNITED STATES GOVERNMENT

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# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/11		2. Government Accession No. PB86-916911		3. Recipient's Catalog No.	
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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p style="text-align: center;">File Numbers: 3001 through 3200</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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## FOREWORD

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

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

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

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

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

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

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

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## DEFINITIONS

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

### Aircraft Accidents

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

## OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

## Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

### 1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

#### Personal

Flying by individuals in their own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

#### Business

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

#### Corporate/Executive Operations

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

#### Instructional Flying

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

#### Other Flying

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

## 2. AIR CARRIER

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

## PHASE OF OPERATION

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

## CAUSES AND RELATED FACTORS

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

### BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 15

CALENDAR YEAR 1984

## File Order Listing - Issue No. 15, 1984

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2801	8222R	111784	ALLEN, TX	BELLANCA	17-31ATC	FATAL	372
2802	91047	111184	FAIRVIEW, OK	NORTH AMERIC	SNJ-5	FATAL	322
2803	49615	091484	DALLAS, TX	BELL	206B II	SERIOUS	358
2804	3639Q	021884	OAKTOWN, IN	BEECH	A23A	FATAL	204
2805	1229S	122984	ORLANDO, FL	SCHWEIZER	2-33A	SERIOUS	182
2806	15805	090584	PROVIDENCE, RI	PIPER	PA-32-300	NONE	334
2807	9270R	082284	EASTOVER, SC	CESSNA	A188B	FATAL	344
2808	90244	080384	OCEAN SPRINGS, MS	CESSNA	337A	SERIOUS	262
2809	98457	080884	KENNESAW, GA	CESSNA	421C	FATAL	184
2810	7064G	081284	LYONS, CO	CESSNA	172	FATAL	140
2811	30394	080484	ELY, NV	CESSNA	177A	FATAL	294
2812	24GL	122784	PUNTA GORDA, FL	LOUNSBERY	TAYLOR/COO	SERIOUS	180
2813	704GV	062384	KEYMAR, MD	CESSNA	150M	FATAL	230
2814	9339F	092384	SALUDA, SC	HUGHES	269B	NONE	348
2815	711KH	072984	MEADVIEW, AZ	FAIRCHILD HI	FH-1100	FATAL	50
2816	29276	081784	CONWAY, SC	CESSNA	210L	NONE	342
2817	5253J	051084	CLARKSON, KY	CESSNA	310R	FATAL	220
2818	1129S	081984	MINERAL WELLS, TX	SCHWEIZER	SGS 1-26E	SERIOUS	356
2819	8523S	110884	MISSION, TX	AIRTRACTOR	AT-301	NONE	368
2820	36CA	020884	RIVIERA, AZ	PIPER	PA-31T	SERIOUS	44
2821	8240H	072784	NEWFOLDEN, MN	IMCO	CALLAIR A-	FATAL	254
2822	6446V	042984	WOODBURY, MN	CESSNA	172RG	FATAL	252
2823	5541J	082484	WOODSTOCK, IL	PIPER	PA-32-260	NONE	196
2824	3963R	080384	CABLE, WI	PIPER	PA-28-180F	FATAL	390
2825	4291P	072784	GARBerville, CA	PIPER	PA-23-160	FATAL	76



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2826	56981	042784	LONE PINE, CA	PIPER	PA-28R-200	FATAL	66
2827	5064L	110284	EL RENO, OK	BELLANCA	8KCAB	FATAL	320
2828	6907W	090884	SHOW LOW, AZ	PIPER	PA-28-140	MINOR	52
2829	45574	110584	PILLAGER, MN	CESSNA	150M	NONE	260
2830	66CF	101584	PORT MANSFIELD, TX	PIPER	PA-30	FATAL	360
2831	1094P	101684	SEGUIN, TX	PIPER	PA-23-170	FATAL	362
2832	94494	110884	ALTON, IL	CESSNA	152	NONE	202
2833	4486V	110384	DELAWARE, OH	WELLS	KR-2	SERIOUS	318
2834	61739	102184	PALO ALTO, CA	CESSNA	172	NONE	112
2835	8989U	101384	CAMARILLO, CA	CESSNA	150M	NONE	108
2836	9493P	101284	SONOMA, CA	PIPER	PA-24-260	NONE	104
2837	6602Z	092484	UNKNOWN, AK	CESSNA	U206G	FATAL	16
2838	27886	032184	ONEONTA, NY	PIPER	PA-31-350	FATAL	300
2839	81947	122384	UNKNOWN, UN	AERONCA	7AC	FATAL	374
2840	3707N	122384	DELAND, FL	BEECHCRAFT	58P	NONE	174
2840	41Q	122384	DELAND, FL	DOUGLAS SWAN	QUICKIE	NONE	176
2841	49806	121284	ROSAMOND, CA	CESSNA	152	FATAL	122
2842	7899V	041584	GARY, IN	MOONEY	M20C	FATAL	206
2843	74A	102784	FRASER, MI	SWIFT	GC-1A	SERIOUS	250
2845	8160B	091484	BURLEY, ID	PIPER	PA-32-301T	SERIOUS	192
2846	51SA	121984	TONOPAH, NV	CESSNA	402B TS	NONE	296
2847	5276Y	111684	AURORA, OR	PIPER	PA-23-250	NONE	324
2848	187DA	102684	BEEVILLE, TX	BEECH	58P	FATAL	364
2849	6733E	032784	PORTAGE, MI	CESSNA	175	FATAL	236
2850	8957X	112084	WOODSIDE, DE	CESSNA	182D	NONE	154

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2851	29642	111084	CONYNGHAM, PA	TAYLORCRAFT	BL-65	NONE	332
2852	7NH	122284	HOLLISTER, CA	HARDY	QUICKIE	NONE	128
2853	9433C	111284	CHUGIAK, AK	CESSNA	180	NONE	22
2854	5197G	112484	LOS ALAMITOS, CA	CESSNA	305A	NONE	114
2855	242EZ	052884	BENSON, AZ	CESSNA	150L	MINOR	46
2856	9855P	103084	LINCOLN, TN	PIPER	PA-25-235	NONE	354
2857	3210J	111584	WESTERLY, RI	CESSNA	150G	NONE	340
2858	2164L	121084	NORWOOD, MA	BEECH	58TC	NONE	226
2859	4379N	111984	ANTRIM, NH	PIPER	PA-28RT-20	NONE	288
2860	736XF	090984	INDEPENDENCE, CA	CESSNA	R172K	FATAL	88
2861	4272Y	093084	LITTLE COMPTON, RI	RAVEN	S-66A	NONE	336
2862	5488R	102384	SABLE ISLAND NS, OF	DE HAVILLAND	DHC-4	FATAL	306
2863	9315V	110284	BAY ST. LOUIS, MS	MOONEY	M20C	MINOR	266
2864	8885A	101284	MARBLE CANYON, AZ	BEECH	B35	NONE	54
2865	4932A	100884	SANTA MONICA, CA	CESSNA	180	NONE	100
2866	96059	120984	CONRAD, MT	TAYLORCRAFT	BC12-D	NONE	268
2867	79846	103184	CARBONDALE, KS	MOONEY	M20E	FATAL	216
2868	14110	031584	RIALTO, CA	NORTH AMERIC	T-28B	FATAL	64
2869	2291R	090584	VALENCIA, CA	CESSNA	T210J	FATAL	84
2870	3698L	112384	KINGMAN, AZ	CESSNA	172G	FATAL	58
2871	2099U	100584	VAN NUYS, CA	PIPER	PA-28-161	NONE	94
2872	6456V	101684	EL MONTE, CA	CESSNA	172RG	NONE	110
2873	4902A	100284	EL MONTE, CA	CESSNA	180	NONE	92
2874	5787X	082484	STRAWBERRY, CA	AEROSPATIALE	AS-355E	NONE	80
2875	2826G	123084	CALIFORNIA CITY, CA	PIPER	PA-28RT-20	SERIOUS	138

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2876	6481P	100784	ESSEX, CA	PIPER	PA-24-250	NONE	98
2877	161HA	100584	FIREBAUGH, CA	HILLER	UH-12E	MINOR	96
2878	54JP	112584	OXNARD, CA	PENNINGTON-E	P2P	NONE	116
2879	4673D	122284	LAKESIDE, CA	WEED HOPPER	SUPER NOVA	NONE	130
2880	636CF	121184	LITTLEFIELD, AZ	BEECH	C45H	NONE	60
2881	5387F	051984	CORONA, CA	PIPER	PA-28-151	SERIOUS	68
2882	6406U	091784	MARIPOSA, CA	MOONEY	M20C	FATAL	90
2883	272H	122384	PALO ALTO, CA	PITTS SPECIA	SST	NONE	132
2884	14266	073184	HONEYDEW, CA	PIPER	PA-23-250	FATAL	78
2885	2756F	112684	CHAMBLEE, GA	BELL	206B	NONE	188
2886	58369	071884	MESA, AZ	HUGHES	369D	FATAL	48
2887	9476Y	120684	HAGWOOD STORE, NC	BEECH	N35	FATAL	280
2888	381LS	090884	REDLANDS, CA	CESSNA	310	FATAL	86
2889	8503V	120884	WEST HELENA, AR	ROCKWELL INT	S-2R	NONE	40
2890	5249U	101284	YUBA CITY, CA	CESSNA	206	SERIOUS	106
2891	6192B	101184	GORMAN, CA	CESSNA	T210M	SERIOUS	102
2892	9481Y	060984	CONCORD, CA	BEECH	35	NONE	74
2893	4972B	060884	SAN CARLOS, CA	CESSNA	152	NONE	72
2894	5209A	122584	TEMECULA, CA	CESSNA	310	SERIOUS	134
2895	18786	050884	COLLEGE PARK, MD	BEECH	B19	SERIOUS	228
2896	6709T	110384	GRAYSLAKE, IL	CESSNA	310C	NONE	200
2897	737PZ	121384	PACOIMA, CA	CESSNA	172N	NONE	124
2898	9164A	122584	COTTONWOOD, AZ	CESSNA	170A	SERIOUS	62
2899	38929	102084	PASCAGOULA, MS	BELL	222	MINOR	264
2901	143D	091884	BOCA RATON, FL	DOUGLAS	DC3	NONE	156

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2902	49534	121884	CORNELIUS, NC	AEROSPATIALE	SA341G	MINOR	282
2903	12LH	090784	HYANNIS, MA	BEECH	J35	NONE	224
2904	62AC	090384	EAGLE CREST, DE	BEECHCRAFT	A23-24	NONE	152
2905	3743P	080184	FINDLAY, OH	PIPER	PA-22-150	NONE	314
2906	9101G	072784	OSHKOSH, WI	CESSNA	182N	NONE	388
2907	157LG	070784	JOLIET, IL	GILLMORE	MONI	NONE	194
2908	52444	070484	ST. JOSEPH, MI	CESSNA	172P	FATAL	238
2909	92740	081484	JUNEAU, AK	PIPER	PA-12	MINOR	2
2910	7916W	082984	BAKERSFIELD, CA	PIPER	PA-28-180	NONE	82
2911	2109C	081684	MEDFORD, MN	BELL HELICOP	206L-1	FATAL	256
2912	601FP	121684	MAMMOTH LAKES, CA	PIPER	PA-60-601P	FATAL	126
2914	32029	122184	TUXEDO, NC	PIPER	PA28-151	MINOR	284
2915	365AA	121784	RATON, NM	CESSNA	401A	NONE	292
2916	3912T	100984	CHEYENNE, WY	BELL	206B	NONE	396
2917	22061	122184	HOLLYWOOD, FL	PIPER	PA-28-161	NONE	172
2918	14217	091684	CHERAW, SC	PIPER	PA-23-250	NONE	346
2919	4556D	121084	CARRABELLE, FL	SIKORSKY	UH34J	NONE	166
2920	7325U	082884	SLEETMUTE, AK	CESSNA	207A	NONE	4
2921	8678Y	121484	JACKSONVILLE, FL	PIPER	PA-30	NONE	170
2922	6658B	112384	CLERMONT, FL	CESSNA	210	FATAL	164
2923	8920C	122784	HOMESTEAD, FL	PIPER	PA-32R-300	FATAL	178
2924	801BR	122984	ATLANTIC OCEAN, AO	PIPER	PA-31	NONE	38
2925	11916	112384	MURPHY, NC	CESSNA	150L	MINOR	278
2926	1415Q	101184	CUMMING, GA	CESSNA	150L	SERIOUS	186
2927	83475	101784	FANCY GAP, VA	BEECHCRAFT	QU-22A 107	FATAL	380

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2928	201RT	091984	LANETT, AL	MOONEY	M20J	FATAL	24
2929	101V	121084	MARATHON, FL	BEECHCRAFT	65	NONE	168
2930	44WV	112184	JACKSONVILLE, FL	ROCKWELL INT	690A	NONE	162
2931	5022S	031484	GROTON, CT	PIPER	PA-28R-200	FATAL	146
2932	6459K	113084	COLBY, KS	CESSNA	150	FATAL	218
2933	69WF	122784	HOT SPRINGS, AR	BEECH	S35	FATAL	42
2934	7890H	082284	COTTAGE GROVE, WI	PIPER	PA-12	SERIOUS	392
2935	1093C	100584	TECUMSEH, MI	MOONEY	M20A	NONE	242
2936	7988N	122284	HUNTSVILLE, AL	PIPER	PA-28-140	SERIOUS	34
2937	5289D	090984	LISLE, IL	CESSNA	172N	FATAL	198
2938	66CM	101184	ABBEVILLE, SC	SMITH	AEROSTAR 6	NONE	350
2939	561CK	100684	OVERISEL, MI	KALLANSRUD/P	S-1C	FATAL	244
2940	46537	111984	LINEVILLE, AL	CESSNA	172K	SERIOUS	28
2941	3833H	050884	HIGHLAND HGTS, OH	MOONEY	M20J	FATAL	310
2942	9659P	122584	IMLAY, NV	PIPER	PA-18-150	FATAL	298
2943	80061	121184	PORT ORCHARD, WA	CESSNA	C-152	FATAL	386
2944	22741	112084	BUMPASS, VA	CESSNA	150H	SERIOUS	382
2945	9918A	100984	ORLANDO, FL	BEECH	58	NONE	158
2946	4316P	111884	FREEPORT, FL	PIPER	PA-32R-301	FATAL	160
2947	79K	092284	UNIONVILLE, PA	SIKORSKY	S-76A	SERIOUS	328
2948	330L	042684	NORTH CANTON, OH	SHORT BROS.	SD3-30	NONE	308
2949	43833	102084	KIEL, WI	TAYLORCRAFT	BC12-D	FATAL	394
2950	4919C	102684	ALLEGAN, MI	LIGHT AERO,I	AVID FLYER	NONE	248
2951	1289J	110284	COLUMBUS, OH	ROCKWELL INT	AC-112A	NONE	316
2952	22267	111184	BLOOMINGTON, IN	PIPER	PA-32RT-30	NONE	210

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2953	8530S	111684	TERRE HAUTE, IN	CESSNA	182H	NONE	212
2954	3301C	112384	LAGRANGE, IN	BEECH	E35	SERIOUS	214
2955	85341	073184	TOLEDO, OH	BELL-OLYMPIC	47G2	FATAL	312
2956	96286	030884	MEADVILLE, PA	CESSNA	172Q	FATAL	326
2957	9519L	070684	WOODSTOCK, NY	GRUMMAN	AA-5	FATAL	302
2958	942	120784	DENVER, CO	MCDONNELL DO	DC-9-30	SERIOUS	144
2959	78680	091784	ASPEN, CO	CESSNA	172K	SERIOUS	142
2960	32473	112384	HASTINGS, NY	PIPER	PA-28-140	SERIOUS	304
2961	44828	121684	JASPER, AL	CONVAIR	440	SERIOUS	30
2962	3776T	010184	TRAVERSE CITY, MI	PIPER	PA-28R-180	FATAL	234
2963	51755	122884	SAUSALITO, CA	ENSTROM	F-28C	NONE	136
2964	7230R	120684	CHARLESTON, SC	BEECH	58	FATAL	352
2965	81MC	111084	ST. THOMAS, VI	GATES LEAR J	24F	FATAL	384
2966	6979F	080984	BANNER ELK, NC	CESSNA	150F	FATAL	270
2967	19091	111084	WATERFORD, CT	BEECH	B95	NONE	150
2967	3772M	111084	WATERFORD, CT	PIPER	PA-28-181	NONE	148
2968	5422M	101684	BLUE EARTH, MN	CESSNA	340	SERIOUS	258
2969	3010S	122284	ROCKINGHAM, NC	CESSNA	150G	NONE	286
2970	4093F	121984	HAMILTON, AL	CESSNA	172	FATAL	32
2971	9034F	101784	GROSSE ILE, MI	HUGHES	500	NONE	246
2972	514EH	111284	E CAMERON BLK 2, GM	BELL HELICOP	206L-1	SERIOUS	190
2973	25511	102784	COOPER, TX	CESSNA	152	NONE	366
2974	77AR	100384	REINHOLDS, PA	BELL	206L-1	NONE	330
2976	4012Z	090384	PILOT POINT, AK	PIPER	PA-18-150	FATAL	8
2977	65064	083184	ANCHORAGE, AK	CESSNA ECTOR	305A	NONE	6

## File Order Listing - Issue No. 15, 1984

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2979	8794V	110884	ARITON, AL	BELLANCA	17-30A	NONE	26
2980	2553A	101184	MORGANTOWN, NC	PIPER	PA-38-112	FATAL	274
2980	3282B	101184	MORGANTON, NC	PIPER	PA-28-151	FATAL	276
2982	1734R	020984	CHANTILLY, VA	CESSNA	182RG II	NONE	378
2983	9418V	122584	MONROEVILLE, AL	MOONEY	M20E	NONE	36
2984	2797Y	112684	WAGON MOUND, NM	CESSNA	P206	FATAL	290
2985	8592	091784	OUZINKIE, AK	BELLANCA	8KCAB	SERIOUS	14
2986	7CF	092584	KERNERSVILLE, NC	BELL	206B	FATAL	272
2987	333TB	111584	SAN ANTONIO, TX	PIPER	PA-31-350	SERIOUS	370
2988	4845E	111884	GLENDALE, AZ	CESSNA	185F	NONE	56
2989	90170	091684	MIDDLE RIVER, AK	CESSNA	140	NONE	12
2990	8445F	072984	PARK VALLEY, UT	PIPER	PA-28-181	FATAL	376
2991	8352F	051384	RENSSELAER, IN	HUGHES	500D	NONE	208
2992	7250X	082284	TWIN LAKE, MI	CESSNA	150A	FATAL	240
2993	70123	092884	SKWENTNA, AK	CESSNA	185	MINOR	18
2994	1260A	092984	WASILLA, AK	PIPER	PA-18	SERIOUS	20
2995	45397	102684	PROVIDENCE, RI	CESSNA	150M	FATAL	338
2996	5698H	052584	NOVATO, CA	PIPER	PA-16	NONE	70
2997	4974B	120184	PASO ROBLES, CA	CESSNA	152	NONE	118
2998	430WM	121184	LAKEPORT, CA	BEECH	G35	SERIOUS	120
2999	15520	050684	MUSKEGET ISLAND, MA	PIPER	PA-28	NONE	222
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 15 OF 1984 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2909      8/14/84      JUNEAU, AK      A/C Reg. No. N92740      Time (Lcl) - 1100 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - PIPER PA-12  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/005 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
JUNEAU, AK  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 134  
Make/Model- 90  
Instrument- 0  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

OVER A MOUNTAIN PASS THE ACFT ENCOUNTERED TURBULENCE THE PLT DESCRIBED AS "SEVERE". THE ACFT LOST 500 TO 1,000 FT AND TURNED 180 DEG. A 180 DEG CLIMBING TURN WAS INITIATED AND THE ACFT AGAIN FLEW INTO THE TURBULENCE. AFTER THE SECOND ENCOUNTER AILERON AND ELEVATOR CONTROL WERE NORMAL BUT RUDDER INPUTS WERE INEFFECTIVE. THE PLT REALIZED HE WOULD NOT BE ABLE TO CLEAR A RIDGE AHEAD AND FLEW INTO THE RISING TERRAIN IN A NOSE HIGH ATTITUDE. ON RECOVERY OF THE ACFT IT WAS NOTICED THAT THE RUDDER HAD FAILED ABOVE THE TOP HINGE POINT. A FLT PRECAUTION WAS ISSUED BY JUNEAU FSS WARNING OF MODERATE TO SEVERE TURBULENCE BELOW 5,000 FT, SPECIFICALLY NEAR MOUNTAIN PASSES. NO WX BRIEF WAS OBTAINED BY THE PLT.

Brief of Accident (Continued)

File No. - 2909

8/14/84

JUNEAU, AK

A/C Reg. No. N92740

Time (Lcl) - 1100 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE

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

Finding(s)

4. FLIGHT CONTROL, RUDDER - FAILURE, PARTIAL
5. UNDETERMINED

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

Finding(s)

6. DESCENT - UNCONTROLLED - PILOT IN COMMAND
7. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - RISING

----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) 2,4,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2920      8/28/84      SLEETMUTE,AK      A/C Reg. No. N7325U      Time (Lcl) - 1015 ADT

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

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

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

Make/Model - CESSNA 207A	Eng Make/Model - CONTINENTAL IO-520-F-11	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SLEETMUTE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANI,AK,AK	
Wind Dir/Speed- 220/001 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2576
SE LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1850
		Last 30 Days- UNK/NR
		Instrument- 60
		Last 90 Days- 88
		Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 1100 FT AGL THE ENG FAILED WITHOUT WARNING. EFFORTS TO RESTART WERE UNSUCCESSFUL. A FORCED LANDING WAS MADE INTO WOODED TERRAIN AND THE ACFT NOSED OVER DURING THE ROLL. ENG EXAM REVEALED THAT THE CRANKSHAFT WAS BROKEN THROUGH THE CRANK CHEEK JUST FORWARD OF THE #2 CONNECTING ROD JOURNAL. THERE WAS NO INDICATION OF ANY OVERHEATING OR OPERATION WITHOUT LUBRICATION.

Brief of Accident (Continued)

File No. - 2920

8/28/84

SLEETMUTE, AK

A/C Reg. No. N7325U

Time (Lc1) - 1015 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL
  2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2977

8/31/84

ANCHORAGE, AK

A/C Reg. No. N65064

Time (Lcl) - 1530 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA ECTOR 305A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2100  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11  
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- 240/005 KTS  
Visibility - 90.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ANCHORAGE, AK  
Destination  
CHICKALOON FLAT, AK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - 305A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2500  
Make/Model- 500  
Instrument- 75  
Last 24 Hrs - 1  
Last 30 Days- 0  
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

LANDING AREA SELECTED BY PLT WAS SLICK DUE TO MUD FROM RECENT TIDAL WATERS. ACFT SLID ON TOUCHDOWN AND PLT WAS UNABLE TO STOP. APPLIED FULL PWR IN ATTEMPT TO CLEAR A GULLY AT END OF LANDING AREA. MAIN GEAR CONTACTED FAR EDGE OF GULLY AND ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2977

8/31/84

ANCHORAGE, AK

A/C Reg. No. N65064

Time (Lcl) - 1530 ADT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
5. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2976

9/03/84

PILOT POINT, AK

A/C Reg. No. N4012Z

Time (Lc1) - 1430 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - DESCENT

Fire  
NONE

Crew 1  
Pass 0

0  
0

0  
0

0  
0

0  
0

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

Make/Model - PIPER PA-18-150

Landing Gear - FLOAT

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 - 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- 240/015 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KENAI, AK

Destination

DOG SALMON RIVR, AK

Airport Proximity

UNK/NR

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 - 67

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1600

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-----

ACFT DEPARTED DENAI, AK, AT 0730 AKDT. WHEN MANUEVERING FOR A LANDING APCH ON DOG SALMON RIVER ACFT STALLED CONTACTING DIRT BANK. PLT WAS CARRYING 8 5-GALLON GASOLINE CANS. 4 CANS WERE STILL SECURED INSIDE THE ACFT AFTER THE ACCIDENT. ONLY 3 OF THE CANS WERE FULL OF GASOLINE. THE REMAINING 5 CANS SUSTAINED IMPACT DAMAGE WHICH IF THEY HAD BEEN FULL, WOULD HAVE ALLOWED THE GASOLINE TO LEAK OUT. ALL THE DAMAGED CANS CONTAINED FUEL RESIDUE.



Brief of Accident (Continued)

File No. - 2976

9/03/84

PILOT POINT, AK

A/C Reg. No. N4012Z

Time (Lcl) - 1430 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - 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 - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2978      9/15/84      ANCHORAGE, AK      A/C Reg. No. N3010A      Time (Lcl) - 1130 ADT

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

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

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

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL O-300-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	ANCHORAGE, AK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	ANIAK, AK	SKY HARBOR	
Wind Dir/Speed	- 320/005 KTS		Runway Ident	- 33
Visibility	- 60.0 SM	ATC/Airspace	Runway Lth/Wid	- 1800-N/A
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Flight Plan	Runway Surface	- DIRT
Lowest Ceiling	- 12000 FT BROKEN	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	- 750
SE LAND	Months Since - 40	Make/Model	- 550
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- 0
		Last 30 Days	- 0
		Last 90 Days	- 0

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED TAKEOFF WAS SLOW AND ACFT COULD NOT CLEAR ON-COMING RISING TERRAIN AND OBSTACLES. LEFT WING CONTACTED 100 FT TALL TREE TOPS APRX 2500 FT FROM DEPARTURE END OF RWY YAWING ACFT 180 DEGREES FROM DIRECTION OF FLT. PLT FAILED TO PERFORM WEIGHT AND BALANCE BEFORE FLT. COMPUTATIONS REVEALED ACFT WAS NO MORE THAN 150 LBS BELOW CERTIFIED GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 2978

9/15/84

ANCHORAGE, AK

A/C Reg. No. N3010A

Time (Lc1) - 1130 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
  3. PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
  4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  6. OBJECT - TREE(S)
  7. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
- 

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

Finding(s)

8. TERRAIN CONDITION - GROUND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2989      9/16/84      MIDDLE RIVER,AK      A/C Reg. No. N90170      Time (Lcl) - 1600 ADT

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85	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 ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ANCHORAGE,AK	
Method - N/A	Destination MIDDLE RIVER,AK	Airport Data MIDDLE RIVER
Completeness - N/A		Runway Ident - 36
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1000 -UNK/NR
Wind Dir/Speed- 360/010 KTS	Type of Flight Plan - NONE	Runway Surface - DIRT
Visibility - 100.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - UNK/NR	
Lowest Ceiling - NONE		
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)
PRIVATE	Current - YES	Total - 600
SE LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - C-140	Make/Model- 300
		Instrument- 5
		Last 30 Days- 50
		Last 90 Days- 102

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED RIGHT BRAKE PRESSURE WAS LOST DURING LANDING ROLL. ACFT VEERED OFF LEFT SIDE OF RWY AND CONTACTED TREES. POST ACCIDENT TESTING REVEALED NO EVIDENCE OF A RIGHT BRAKE FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2989

9/16/84

MIDDLE RIVER, AK

A/C Reg. No. N90170

Time (Lc1) - 1600 ADT

-----  
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
- 

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

Finding(s)

3. OBJECT - TREE(S)
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2985      9/17/84      OUZINKIE, AK      A/C Reg. No. N8592      Time (Lcl) - 1500 ADT

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

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

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

Make/Model      - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-320-E1A	ELT Installed/Activated - YES/YES
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1800	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 2	Rated Power      - 150 HP	

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

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

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current      - YES	Total      - 2078
SE LAND,ME LAND,SE SEA	Months Since      - 2	Make/Model-      87
	Aircraft Type - UNK/NR	Instrument-      157
		Multi-Eng -      122
		Last 24 Hrs -      1
		Last 30 Days- UNK/NR
		Last 90 Days-      160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT COMPLETED 5 TURN SPIN, COCKPIT BEGAN FILLING WITH SMOKE. ELECTRICAL EQUIPMENT WAS TURNED OFF AND PLT WAS DESCENDING FOR PRECAUTIONARY LANDING WHEN ELEVATOR CONTROL WAS LOST. ACFT SETTLED INTO 75 FT TALL TREES. SOURCE OF FIRE WHICH RESULTED IN BATTERY BOILING OVER WAS UNDETERMINED. FAILURE OF ELEVATOR CABLE WAS DUE TO SEVERE CORROSION WHICH PROGRESSED OVER A PERIOD OF TIME. THE PLT IS ALSO A MECHANIC AND HE PERFORMED THE LAST 100 HR INSPECTION.

Brief of Accident (Continued)

File No. - 2985

9/17/84

OUZINKIE, AK

A/C Reg. No. N8592

Time (Lc1) - 1500 ADT

-----  
Occurrence #1        FIRE  
Phase of Operation    DESCENT - NORMAL

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

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

Finding(s)  
2. FLT CONTROL SYST, ELEVATOR CONTROL - FAILURE, TOTAL  
3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND  
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND  
-----

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

Finding(s)  
5. OBJECT - TREE(S)  
6. TERRAIN CONDITION - GROUND  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2837      9/24/84      UNKNOWN,AK      A/C Reg. No. N6602Z      Time (Lc1) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      UNK/NR

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

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

Make/Model      - CESSNA U206G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520-F13B  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation      - UNK/NR  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
ANCHORAGE,AK  
Destination  
STONY RVR NO.2,AK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current      - YES  
Months Since      - 15  
Aircraft Type - U-206G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3325	Last 24 Hrs	- UNK/NR
Make/Model-	705	Last 30 Days-	28
Instrument-	183	Last 90 Days-	75
Multi-Eng	- 707		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT RECEIVED 2 WX BRIEFINGS BEFORE THE ONE HOUR FOURTY FIVE MINUTE FLT. PLT WAS ADVISED OF ADVERSE WX CONDITIONS IN MOUNTAINS WITH HIGH WINDS AND FREQUENT LOW VISIBILITY. ICING CONDITIONS WERE ALSO FORECAST BTW 9,000 AND 13,000 FT. THE ACFT IS STILL MISSING DESPITE AN EXTENSIVE SEARCH.



Brief of Accident (Continued)

File No. - 2837

9/24/84

UNKNOWN,AK

A/C Reg. No. N6602Z

Time (Lc1) - UNK/NR

-----  
Occurrence            MISSING AIRCRAFT  
Phase of Operation    UNKNOWN

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2.     UNDETERMINED
3. WEATHER CONDITION - ICING CONDITIONS

-----  
----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. - 2993

9/28/84

SKWENTNA,AK

A/C Reg. No. N70123

Time (Lcl) - 1930 ADT

-----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  
NONE

Crew  
Pass

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

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

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

ELT Installed/Activated - YES/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- CALMABLE

Visibility - 3.000 SM

Lowest Sky/Clouds - 300 FT

Lowest Ceiling - 300 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 44

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 - 1500

Make/Model- 6

Instrument- 1

Last 24 Hrs - 4

Last 30 Days- 3

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS RETURNING TO DEPARTURE POINT BECAUSE OF POOR WX AND DARKNESS. DURING APCH PLT COULD NOT CLEARLY SEE LANDING AREA. ATTEMPTED GO-AROUND. PLT STATED ACFT SETTLED INTO BUSHES AND WAS YAWED INTO TREES BECAUSE HE LET TOO MUCH AIRSPEED BLEED OFF.

Brief of Accident (Continued)

File No. - 2993

9/28/84

SKWENTNA,AK

A/C Reg. No. N70123

Time (Lc1) - 1930 ADT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
9. STALL - UNCONTROLLED - PILOT IN COMMAND

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

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2994      9/29/84      WASILLA, AK      A/C Reg. No. N1260A      Time (Lcl) - 2115 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1725	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	CHUGIAK, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	WASILLA, AK	JACKFISH LANDING
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 06
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 50
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1692
SE LAND, SE SEA	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - PA-18	Make/Model- 278
		Instrument- 58
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CONTACTED PINE TREES WHILE TURNING BASE TO FINAL APCH TO LAND. PLT STATED ALL HE REMEMBERS IS TRYING TO ACTIVATE THE PLT CONTROLLED RWY LIGHTS BUT NEVER SEEING THEM ILLUMINATE. ANOTHER PLT WHO LANDED JUST PRIOR TO N1260A'S ATTEMPT STATED THE AIRSTRIP WAS ALMOST COMPLETELY COVERED BY A FOG BANK WHICH EXTENDED NORTHWARD. HE CONTINUED TO STATE, THE FOG WAS FROM THE GROUND EXTENDING TO 500 FT AGL AND THE PLT CONTROLLED LIGHTING WAS OPERABLE.

Brief of Accident (Continued)

File No. - 2994

9/29/84

WASILLA, AK

A/C Reg. No. N1260A

Time (Lc1) - 2115 ADT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - FOG
  2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
  3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
  4. OBJECT - TREE(S)
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2853      11/12/84      CHUGIAK,AK      A/C Reg. No. N9433C      Time (Lcl) - 1230 AST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL D-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	MONTAGUE ISLAND,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHUGIAK,AK	BIRCHWOOD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3200
SE LAND,ME LAND,SE SEA	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - C-180	Make/Model- 300
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Multi-Eng - 60

Instrument Rating(s) - NONE

-----Narrative-----

ACFT COLLIDED WITH TREES APRX 2,600 FT SHORT OF RWY 19 THRESHOLD DURING THE LANDING APCH. THE ACFT STOPPED 35-40 FT AGL IN TREES AND AFTER A FEW MINUTES FELL TO THE GROUND. A DESCENT WAS MADE FROM APRX 10,000 FT WITH A LEANED MIXTURE, CLOSED THROTTLE AND NO CARBURETOR HEAT USAGE. THE OATS RANGES FROM 0 DEG F AT GROUND LEVEL TO -27 TO -36 DEG F AT 10,000 FT. PLT STATED THAT WHEN HE ADVANCED THE THROTTLE DURING THE APCH A RESPONSE IN POWER WAS NOT RECEIVED.

Brief of Accident (Continued)

File No. - 2853

11/12/84

CHUGIAK, AK

A/C Reg. No. N9433C

Time (Lc1) - 1230 AST

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

Finding(s)

1. DESCENT - PERFORMED - PILOT IN COMMAND
  2. WEATHER CONDITION - UNFAVORABLE WIND
  3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
  4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
  5. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2928

9/19/84

LANETT,AL

A/C Reg. No. N201RT

Time (Lcl) - 1040 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO360A1B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 090/009 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHARLOTTE,NC  
Destination  
LANETT,AL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LANETT MONI  
Runway Ident - 08  
Runway Lth/Wid - 3150/ 80  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 73

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2550	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 125
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

COMMUNICATIONS WITH COLUMBUS APCH REVEALED PLT WAS UNFAMILIAR WITH AREA AND HAD DIFFICULTIES FINDING THE ARPT. WITNESSES VIEWED ACFT ON FINAL FOR RWY 08 WITH LANDING GEAR EXTENDED. ACFT DESCRIBED AS BEING LOW AND SLOW. WITNESSES STATED ENGINE SOUNDS FLUCTUATED AND ACFT ENTERED A STEEP DESCENT. ACFT IMPACTED A WOODED AREA ABOUT 1/2 MILE WEST OR ARPT. ACFT WRECKAGE WAS CONFINED TO AN AREA APRX 60 FT DIAMETER. BROKEN LIMBS WERE OBSERVED IN TREE APRX 30 FT AGL AND ABOUT 32 FT WEST OF PRINCIPAL IMPACT POINT.



Brief of Accident (Continued)

File No. - 2928

9/19/84

LANETT,AL

A/C Reg. No. N201RT

Time (Lcl) - 1040 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - TREE(S)
  6. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

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

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. - 2979      11/08/84      ARITON,AL      A/C Reg. No. N8794V      Time (Lcl) - 1723 CST

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

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

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

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-520-K1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3325	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FT. MYERS,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONTGOMERY,AL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 73	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2100
SE LAND	Months Since - 8	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LOST PWR AND PLT ATTEMPTED TO RESTART ENGINE BY SWITCHING FUEL TANKS. POWER WAS NOT REGAINED AND FORCED LANDING WAS MADE IN A FIELD. PLT STATED AUX TANKS WERE FULL AND RT MAIN CONTAINED 1/2 GALLON OF FUEL. FUEL TANK SELECTED AT TIME OF POWER LOSS IS UNKNOWN. POST ACCIDENT EXAMINATION REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2979

11/08/84

ARITON, AL

A/C Reg. No. N8794V

Time (Lc1) - 1723 CST

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

Finding(s)

1. UNDETERMINED
  2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

3. TERRAIN CONDITION - 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. - 2940      11/19/84      LINEVILLE,AL      A/C Reg. No. N46537      Time (Lcl) - 1400 CST

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

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

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

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ALBANY,GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ANNISTON,AL	Runway Ident - N/A
Wind Dir/Speed- 300/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
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 - 278
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 122
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

PLT OBTAINED 2 WX BRIEFINGS STATING VFR FLIGHT NOT RECOMMENDED ALONG INTENDED ROUTE. PLT REQUESTED LOCAL WX ONLY DURING 3RD WX BRIEFING. REPORTING STATIONS UPWIND AND DOWNWIND OF MOUNTAINS WERE FORECASTING CEILINGS TO BE BELOW MOUNTAIN TOPS. ROUTE OF FLT WAS TO NW. WINDS ALOFT FORECASTED WINDS FROM 290 DEG AT 16 DTS FOR 3000 FT AND FROM 270 DEG AT 27 DTS FOR 6000 FT. PLT STATED ALT AND HEADING WERE VARIED TO REMAIN VFR. WITH WHISPY CLOUDS BELOW, PLT STATED CLEAR AIR TURBULENCE AND A DOWNDRAFT WAS ENCOUNTERED. PLT UNABLE TO CONTROL ACFT BEFORE CONTACTING TREES AT THE 1900 FT LEVEL ON THE SE SIDE OF MT. CHEHA. THE MOUNTAIN RIDGE ELEVATION IS APRX 2100 FT. FAMILY WAS FLYING TO MILITARY GRADUATION OF THE WIFES SON.

Brief of Accident (Continued)

File No. - 2940

11/19/84

LINEVILLE,AL

A/C Reg. No. N46537

Time (Lc1) - 1400 CST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. IFR PROCEDURE - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. ALTITUDE - INADEQUATE - PILOT IN COMMAND
9. WEATHER CONDITION - MOUNTAIN WAVE

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

Finding(s)

10. OBJECT - TREE(S)

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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2961      12/16/84      JASPER,AL      A/C Reg. No. N44828      Time (Lcl) - 1230 CST

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

Type Operating Certificate	AIR CARRIER - SUPPLEMENTAL	Aircraft Damage					
Name of Carrier	-FLIGHT TRAILS	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	1	0	4
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Pass	0	1	0	33
Accident Occurred During	-LANDING						

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

Make/Model	- CONVAIR 440	Eng Make/Model	- P & W R-2800-CB16	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 48000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 48	Rated Power	- 2500 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BIRMINGHAM,AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OXFORD,MS	WALKER COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4800/ 100
Lowest Sky/Clouds - 4500 FT THIN OVC	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 3500
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- 21
		Last 90 Days- 105
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER CLIMBING & LEVELING AT 6000 FT, THE R ENG BMEP GAGE INDICATED A RAPID POWER LOSS & THE R ENG RPM "INCREASED OUT OF CONTROL" TO ABOUT 3100 RPM. THE AIRCREW RETARDED THE R THROTTLE & REDUCED THE R ENG TO 2100 PRM BY USING THE PROP INCREASE/DECREASE TOGGLE SW. THE AIRCREW WERE UNABLE TO FEATHER THE R PROP OR MAINTAIN ALT, SO THEY DIVERTED TO THE NEAREST ARPT (WALKER COUNTY). WHILE TURNING DOWNWIND FOR RWY 9, THE R ENG FIRE INDICATOR ACTIVATED & THE COPLT CONFIRMED A FIRE. BOTH FIRE BOTTLES WERE DISCHARGED & THE R PROP STOPPED ROTATING. INJECTION WATER FOR THE L ENG WAS EXHAUSTED & THE L ENG BEGAN BACKFIRING. THE CAPTAIN THEN MANEUVERED & LANDED ON RWY 27. AFTER TOUCHDOWN, THE R MAIN TIRES FAILED, THE ACFT VEERED OFF THE R SIDE OF THE RWY & HIT A DITCH & THE GEAR COLLAPSED. AN EXAM REVEALED THE #6 CYL LINK ROD &/OR PISTON IN THE R ENG HAD FAILED, RESULTING IN FURTHER DAMAGE TO THE ENG & #6 CYL. SUBSEQUENTLY, FIRE & HEAT CAUSED THE R ENG TO SEIZE & ALSO DAMGED THE R MAIN TIRES WHICH FAILED AT TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2961

12/16/84

JASPER,AL

A/C Reg. No. N44828

Time (Lc1) - 1230 CST

Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL
3. ENGINE ASSEMBLY - FAILURE,TOTAL
4. PROPELLER FEATHERING - NOT POSSIBLE -

Occurrence #2        FIRE  
Phase of Operation    CRUISE

Finding(s)

5. ENGINE ASSEMBLY - FIRE
6. FIRE EXTINGUISHING EQUIPMENT - SELECTED -
7. LANDING GEAR,TIRE - OVERTEMPERATURE

Occurrence #3        FORCED LANDING  
Phase of Operation    LANDING

Finding(s)

8. FLUID,ADI FLUID - EXHAUSTION

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

Finding(s)

9. LANDING GEAR,TIRE - FAILURE,TOTAL
10. DIRECTIONAL CONTROL - NOT POSSIBLE -
11. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #5        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

12. TERRAIN CONDITION - DITCH
13. LANDING GEAR - OVERLOAD

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,7,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2970

12/19/84

HAMILTON,AL

A/C Reg. No. N4093F

Time (Lcl) - 2015 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
1	1	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 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - OVERCAST  
Obstructions to Vision- FOG  
Precipitation - DRIZZLE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
CANTON,GA  
Destination  
HAMILTON,AL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MARION COUNTY  
Runway Ident - N/A  
Runway Lth/Wid - 6500/ 100  
Runway Surface - ASPHALT  
Runway Status - N/A

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	195	Last 24 Hrs - 5
Make/Model-	123	Last 30 Days-	13
Instrument-	5	Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

INITIATED NIGHT FLT INTO AREA OF FORECAST AND OBSERVED MARGINAL VFR CONDITIONS. EXPECTED TO ENCOUNTER 1200 FT CEILING. PLT STATED TO FSS BRIEFER HE WOULD GO AS FAR AS HE COULD. ENCOUNTERED AREA OF PATCHY GRND FOG, REDUCED VISIBILITY, NO HORIZON AHEAD. ELECTED TO DESCEND TO 1000 FT MSL AND INITIATE A 180 DEG TURN. STRUCK TREES AT 750 FT MSL. PLT HAD NO ACTUAL INSTRUMENT TRAINING AND APRX 5 HRS OF SIMULATED INSTRUMENT TIME. THE OUTBOARD REAR SEATBELT ATTACHMENT RING ORIENTED REARWARD, FAILED IN BENDING ALLOWING THE REAR SEAT PAX TO BE EJECTED FROM THE ACFT.



Brief of Accident (Continued)

File No. - 2970

12/19/84

HAMILTON,AL

A/C Reg. No. N4093F

Time (Lc1) - 2015 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. CLEARANCE - MISJUDGED - PILOT IN COMMAND
11. OBJECT - TREE(S)
12. MISC EQPT/FURNISHINGS, SEAT BELT - FAILURE, TOTAL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2936      12/22/84      HUNTSVILLE,AL      A/C Reg. No. N7988N      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	1	0	0
Pass	0	0	0	0

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

Make/Model    - PIPER PA-28-140  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt. - 2150  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 140 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- CALM  
Visibility      - 20.0    SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HUNTSVILLE,AL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MADISON COUNTY SKYPARK  
Runway Ident    - 27  
Runway Lth/Wid - 2400/ 160  
Runway Surface   - GRASS/TURF  
Runway Status   - DRY

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current        - NO  
Months Since   - 30  
Aircraft Type   - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 239	Last 24 Hrs	- UNK/NR
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PAX VERY SHORTLY AFTER TAKEOFF THE ACFT "STALL LIGHT" ILLUMINATED AS THE ACFT FLEW OVER TREES AFT THE END OF THE RWY. ONE PAX REPORTED THAT THE ACFT CLIMBED SLIGHTLY BEFORE IT DROPPED TO THE GROUND LEFT WING AND NOSE FIRST. EXAM OF THE ENG REVEALED THAT THE INTERIOR CONE ASS'Y OF THE MUFFLER WAS LOOSE BLOCKING THE EXHAUST PORT. ACFT GROSS WEIGHT WAS COMPUTED TO BE 2,219 POUNDS. MAX GROSS ALLOWABLE WAS 2,150 POUNDS.

Brief of Accident (Continued)

File No. - 2936

12/22/84

HUNTSVILLE,AL

A/C Reg. No. N7988N

Time (Lc1) - 1800 CST

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

Finding(s)

1. EXHAUST SYSTEM,BAFFLE - LOOSE
2. EXHAUST SYSTEM,MUFFLER - BLOCKED(PARTIAL)
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

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

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - ROLL

Finding(s)

4. FLARE - PREMATURE - PILOT IN COMMAND
5. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

Occurrence #4      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2983      12/25/84      MONROEVILLE, AL      A/C Reg. No. N9418V      Time (Lcl) - 1455 EST

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

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

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MUSCLE SHOALS, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MONROEVILLE, AL	MONROE CO
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6000/ 100
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1415
SE LAND	Months Since - 5	Make/Model- 1374
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

PLT UNABLE TO ELECTRICALLY OR MANUALLY FULLY EXTEND LANDING GEAR IN TRAFFIC PATTERN SO HE DECIDED TO MAKE A GEAR UP LANDING. UNKNOWNLY PLT HAD LOWERED GEAR TO A TRANSIT POSITION AND GEAR COLLAPSED ON LANDING. PLT HAD PREVIOUS PROBLEMS WITH GEAR AND HAD TO MANUALLY EXTEND GEAR. GEAR WAS ABLE TO BE MANUALLY EXTENDED AFTER THE ACCIDENT. PROBLEM WITH ELECTRICAL GEAR EXTENSION SYSTEM WAS UNDETERMINED.

Brief of Accident (Continued)

File No. - 2983

12/25/84

MONROEVILLE, AL

A/C Reg. No. N9418V

Time (Lcl) - 1455 EST

Occurrence #1 . AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2

GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Occurrence #3

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - RUNWAY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2924      12/29/84      ATLANTIC OCEAN,AO      A/C Reg. No. N801BR      Time (Lcl) - 1315 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 -LANDING					

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

Make/Model - PIPER PA-31	Eng Make/Model - LYCOMING IO-540-M145	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	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	SARASOTA,FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PORT AU PRINCE	Runway Ident - N/A
Wind Dir/Speed- 090/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4310
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 235
		Instrument- 371
		Multi-Eng - 1650
		Last 30 Days- UNK/NR
		Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 5 HRS & 10 MINS AFTER DEPARTURE BOTH ENGS FAILED DUE TO FUEL EXHAUSTION AT 11,000 FT APRX 40 MILES FROM HAITI. ACCORDING TO THE PLT, THE ACFT WAS USING MORE FUEL THAN NORMAL AND THE DEST WAS CHANGED ACCORDINGLY. A SHORT TIME AFTER INITIATING THE DIVERT, BOTH ENGS QUIT.

Brief of Accident (Continued)

File No. - 2924

12/29/84

ATLANTIC OCEAN, AO

A/C Reg. No. N801BR

Time (Lcl) - 1315 EST

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
  2. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
  3. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
  4. FLUID, FUEL - EXHAUSTION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      DITCHING  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2889      12/08/84      WEST HELENA, AR      A/C Reg. No. N8503V      Time (Lc1) - 1130 CST

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

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

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

Make/Model - ROCKWELL INTERNATIONAL S-2R	Eng Make/Model - P&W PT6A-34AG	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 750 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WEST HELENA, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
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)
COMMERCIAL	Current - YES	Total - 10500
SE LAND, ME LAND	Months Since - 14	Make/Model- 500
	Aircraft Type - B95A	Instrument- 0
		Multi-Eng - 1500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

ON DEPARTING WEST HELENA ARPT THE PLT REDUCED PWR TO A CRUISE PWR SETTING. THE ENGINE RESPONDED TO THE PWR REDUCTION BUT THEN THE TORQUE DROPPED TO ZERO. THE ACFT DESCENDED STRIKING THE GROUND. INSPECTION AND TESTING OF THE ENGINE AND FUEL CONTROL UNIT DID NOT REVEAL ANY SIGNIFICANT PROBLEM. SOME DEBRIS WAS NOTED IN THE FUEL CONTROL INLINE FILTER WHICH RESTRICTED FUEL FLOW.



Brief of Accident (Continued)

File No. - 2889

12/08/84

WEST HELENA, AR

A/C Reg. No. N8503V

Time (Lc1) - 1130 CST

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

Finding(s)

1. FUEL SYSTEM, FILTER - CONTAMINATION
  2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2            FORCED LANDING  
Phase of Operation       DESCENT - EMERGENCY

-----

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2933      12/27/84      HOT SPRINGS, AR      A/C Reg. No. N69WF      Time (Lcl) - 1721 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - BEECH S35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3300  
No. of Seats      - 6

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 100/005 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      -  
Lowest Ceiling      - OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CEDAR RAPIDS, IA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HOT SPRINGS MEM.  
Runway Ident      - 05  
Runway Lth/Wid      - 6595/ 150  
Runway Surface      - ASPHALT  
Runway Status      - WET

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

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

Age - 51  
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      - 6100  
Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR  
Last 30 Days- UNK/NR  
Instrument- UNK/NR  
Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES & CRASHED ON THE EAST SIDE OF WEST MOUNTAIN AFTER THE PLT HAD MADE AN ILS RWY 5 APCH & OVERFLEW THE ARPT. THE LAST WX OBSERVATION BEFORE THE ACCIDENT WAS: PARTIAL OBSCURATION, CEILING 300 FT, VISIBILITY 1 MI. THE DECISION HEIGHT FOR THE APCH WAS 200 FT & THE VISIBILITY MINIMUM WAS 1/2 MI. THE MISSED APCH PROCEDURE READ, "CLIMB TO 1100 FT THEN CLIMBING RIGHT TURN TO 2500 VIA HOT R-123 TO SOCKS INT & HOLD." THE ACCIDENT SITE WAS LEFT OF OF THE EXTENDED CENTERLINE OF RWY 5, 4 MI NORTHEAST OF THE MISSED APCH POINT. THE ACFT IMPACTED TREES WHILE IN LEVEL FLT AT 900 FT MSL & WHILE TRACKING ON A HEADING OF 270 DEG. THE ARPT ELEVATION IS 540 FT.

Brief of Accident (Continued)

File No. - 2933

12/27/84

HOT SPRINGS, AR

A/C Reg. No. N69WF

Time (Lcl) - 1721 CST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  2. MISSED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
  3. WEATHER CONDITION - LOW CEILING
  4. WEATHER CONDITION - FOG
  5. TERRAIN CONDITION - HIGH TERRAIN
  6. OBJECT - TREE(S)
  7.    PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2820

2/08/84

RIVIERA, AZ

A/C Reg. No. N36CA

Time (Lcl) - 1010 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

ON GROUND

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

Make/Model - PIPER PA-31T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 9000  
No. of Seats - 6

Eng Make/Model - P&W PT6A-28  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 620 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/010 KTS  
Visibility - 45.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BULLHEAD CITY, AZ  
Destination  
SANTA ANA, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 60  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - PA-31T

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LOST PWR ON THE LEFT ENG DURING CLIMB TO CRUISE APRX 8 MINUTES AFTER TAKEOFF. ARPT MGR HEARD UNICOM TRANSMISSION FROM N36CA, "WE LOST AN ENG, WE'RE COMING BACK." A WARNING HORN (POSSIBLY GEAR WARNING OR STALL HORN) WAS HEARD IN THE BACKGROUND OF THE TRANSMISSION. WHEN N36CA FAILED TO RETURN THE ARPT MGR CALLED THE SHERIFF & BEGAN SEARCH IN HIS OWN ACFT. N36CA WAS LOCATED APRX 1 HOUR AFTER IT'S DEPARTURE. THE FORCED LANDING WAS IN A FLAT, WINGS LEVEL ATTITUDE WITH 22 DEGS OF FLAPS EXTENDED. INITIAL IMPACT OCCURRED IN AREA OF 8 FT HIGH BRUSH. DISTANCE FROM INITIAL IMPACT TO FINAL REST WAS 595 FT ON HEADING OF 140 DEGS. ALTHOUGH RESTRAINED BY LAP BELT AND HARNESS, PLT HIT HEAD ON CO-PLT'S CONTROL YOKE DURING THE ACCIDENT. THE LEFT ENG TURBINE BLADE HAD FAILED IN FATIGUE. THE PLT'S SON SAID HIS FATHER SHUT DOWN THE RIGHT ENG IN-FLT AND AS A RESULT THE ACFT HAD NO PWR ON EITHER ENG.

Brief of Accident (Continued)

File No. - 2820

2/08/84

RIVIERA,AZ

A/C Reg. No. N36CA

Time (Lc1) - 1010 PST

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

Finding(s)

1. TURBINE ASSEMBLY,TURBINE BLADE - FATIGUE
2. WRONG ENGINE SHUTDOWN - PERFORMED - PILOT IN COMMAND
3. IMPROPER DECISION,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
4. TURBINE ASSEMBLY,TURBINE BLADE - FAILURE,TOTAL
5. PROPELLER FEATHERING - NOT ATTAINED - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2855      5/28/84      BENSON,AZ      A/C Reg. No. N242EZ      Time (Lcl) - 1644 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 150L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 030/003 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
YUMA,AZ  
Destination  
TUCSON,AZ

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CHOCHISE COUNTY  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRAVEL  
Runway Status - DRY  
ROUGH

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 52  
Make/Model- 46  
Instrument- 1  
Last 24 Hrs - 12  
Last 30 Days- 26  
Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT WAS ON A CROSSCOUNTRY WHEN SHE BECAME LOST. EFFORTS WERE MADE TO ESTABLISH HER POSITION BY CONTACTING AIR TRAFFIC CONTROL ON THE EMERGENCY RADIO FREQUENCY. BY THE TIME HER POSITION WAS ESTABLISHED THE AIRCRAFT WAS ABOUT OUT OF FUEL. THE PILOT MADE A FORCED LANDING ON ROLLING TERRAIN AND COLLIDED WITH SEVERAL OBSTRUCTIONS.

Brief of Accident (Continued)

File No. - 2855

5/28/84

BENSON,AZ

A/C Reg. No. N242EZ

Time (Lc1) - 1644 MST

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

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - 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 - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

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. - 2886      7/18/84      MESA,AZ

A/C Reg. No. N58369

Time (Lcl) - 1157 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation        -DEMO  
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	1	0	0	0

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

Make/Model    - HUGHES 369D  
Landing Gear   - SKID  
Max Gross Wt   - 3000  
No. of Seats   - 2

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type    - TURBOSHAFT  
Rated Power    - 420 HP

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

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

Weather Data

Wx Briefing    - COMPANY  
Method        - IN PERSON  
Completeness   - WEATHER NOT PERTINENT  
Basic Weather   - VMC  
Wind Dir/Speed - 290/005 KTS  
Visibility     - 25.0 SM  
Lowest Sky/Clouds - 12000 FT SCATTERED  
Lowest Ceiling   - 20000 FT BROKEN  
Obstructions to Vision - NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
MESA,AZ  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance   - VFR  
Type Apch/Lndg      - NONE

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

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

Age - 37  
Biennial Flight Review  
Current        - YES  
Months Since   - 1  
Aircraft Type   - 369D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 4004      Last 24 Hrs - 3  
Make/Model   - 109        Last 30 Days - 30  
Instrument-   - 497        Last 90 Days - 72  
Multi-Eng    - 25         Rotorcraft   - 3886

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER EXPERIENCED A MAIN ROTOR DRIVE SYSTEM DISCONNECT, AN UNCONTROLLED DESCENT & SUBSEQUENT INFLIGHT COLLISION WITH TERRAIN IN A HILLY DESERT AREA. THIS WAS THE THIRD & LAST IN A PLANNED SERIES OF MARKETING DEMO FLTS CONDUCTED FOR THREE USMC OFFICERS. DURING THE POST CRASH EXAMINATION OF OVER-RUNNING CLUTCH COMPONENTS REVEALED THAT THE CAGES & SPRAGS WERE BOUND UP IN THEIR NORMAL ENGAGED POSITIONS. TWO OF THE THREE DRAG STRIPS WERE OBSERVED TO HAVE ABRASION SIGNATURES ACROSS THEIR ENTIRE WIDTH OF .07 INCHES; THE ABRASION AREAS GENERALLY MATCHED THE GEOMETRY OF THE ADJACENT BALL BEARING RACE. EXAMINATION OF ENGINEERING DRAWINGS FOR THE CLUTCH REVEALED THAT FOR THE DRAG STRIP TO CONTACT THE ADJACENT BEARING RACE, THE CLUTCH WOULD HAVE TO PROTRUDE OUT OF ITS NORMAL RELATIVE POSITION BY ABOUT .20 INCHES. HEAVY OXIDATION OBSCURED THE POTENTIAL RELATIVE RUNNING POSITION MARKINGS BETWEEN THE INNER & OUTER RACES.



Brief of Accident (Continued)

File No. - 2886

7/18/84

MESA,AZ

A/C Reg. No. N58369

Time (Lcl) - 1157 MST

-----  
Occurrence #1           AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation    CLIMB

1. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - UNDETERMINED  
-----

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

3. TERRAIN CONDITION - NONE SUITABLE

4. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND

5.       AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),INSTRUMENT DISPLAY - MANUFACTURER  
-----

-----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. - 2815

7/29/84

MEADVIEW,AZ

A/C Reg. No. N711KH

Time (Lcl) - 1020 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Accident Occurred During -UNKNOWN

Fire  
NONE

Crew  
Pass

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

Make/Model - FAIRCHILD HILLER FH-1100

Landing Gear - SKID

Max Gross Wt - 2750

No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 420 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/003 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAS VEGAS,NV

Destination

LAS VEGAS,NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

HELICOPTER

Age - 23

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 1100

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 - 1607

Instrument Rating(s) - NONE

-----Narrative-----

PURPOSE OF THE FLT WAS S SIGHTSEEING TOUR OF LAKE MEAD, HOOVER DAM AND THE WESTERN RIM OF THE GRAND CANYON. BEFORE REACHING THE CANYON THE FLT WAS TO TRAVEL OVER A 5500 FT MSL RIDGE. THE HELICOPTER CONTACTED A JUNIPER TREE AT THE BOTTOM OF A 3-SIDED CANYON AT 5020 FT MSL. EXAMINATION OF THE HELICOPTER AND ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 2815

7/29/84

MEADVIEW,AZ

A/C Reg. No. N711KH

Time (Lc1) - 1020 PST

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Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    UNKNOWN

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  2. OBJECT - TREE(S)
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2828

9/08/84

SHOW LOW,AZ

A/C Reg. No. N6907W

Time (Lcl) - 0725 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

-----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- 180/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPRINGERVILLE,AZ

Destination

SHOW LOW,AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data

SHOW LOW

Runway Ident - 24

Runway Lth/Wid - 6000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 56

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	31	Last 24 Hrs	-	1
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Make/Model	-	31	Last 30 Days	-	UNK/NR
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Instrument	-	0	Last 90 Days	-	31
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT PORPOISED DURING LANDING AFTER THE PLT PUSHED THE NOSE DOWN AS NOTED BY A WITNESS. THE STUDENT PLT WAS MAKING A LANDING 1/2 WAY DOWN THE RWY AFTER A GO-AROUND MANEUVER AND PUSHED THE NOSE DOWN UNTIL THE PROP STRUCK THE RWY AND THE ACFT BOUNCED. THE NOSE GEAR COLLAPSED DURING THE PORPOISING SEQUENCE.

Brief of Accident (Continued)

File No. - 2828

9/08/84

SHOW LOW,AZ

A/C Reg. No. N6907W

Time (Lc1) - 0725 MST

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

4. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
  5. LANDING GEAR,NOSE GEAR - OVERLOAD
- 

----Probable Cause----

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

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. - 2864      10/12/84      MARBLE CANYON,AZ      A/C Reg. No. N8885A      Time (Lcl) - 1745 MST

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

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

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

Make/Model - BEECH B35	Eng Make/Model - CONTINENTAL E-225-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HOLBROOK MUNI,AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MARBLE CANYON,AZ	CLIFF DWELLERS LODGE
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3555/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1095
SE LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - B35	Make/Model- 417
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED WIND WAS FROM 220 DEG AT 5 KTS BUT AFTER TOUCHDOWN A GUST OF WIND CAUGHT THE RIGHT WING FORCING THE ACFT OFF RWY. PLT ADDED FULL PWR TO ABORT LANDING AND ACFT BECAME AIRBORNE. LEFT LANDING GEAR CONTACTED A SAND DUNE. AS ACFT VEERED LEFT IT STALLED. A WITNESS STATED, WIND WAS BLOWING ACROSS THE RWY AT 15 TO 20 MPH FOR AT LEAST 30 MINUTES BEFORE THE ACCIDENT. THE ACFT BOUNCED ON TOUCHDOWN, VEERED OFF THE RWY AND CRASHED.

Brief of Accident (Continued)

File No. - 2864

10/12/84

MARBLE CANYON, AZ

A/C Reg. No. N8885A

Time (Lc1) - 1745 MST

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
  6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      LANDING

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
- 

----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. - 2988      11/18/84      GLENDALE, AZ      A/C Reg. No. N4845E      Time (Lcl) - 1002 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

Make/Model - CESSNA 185F  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3350  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090  
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  
GLENDALE, AZ  
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

GLENDALE MUNI  
Runway Ident - 17  
Runway Lth/Wid - 2400/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - B-100

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3950  
Last 24 Hrs - 1  
Make/Model- 33  
Last 30 Days- 20  
Instrument- 240  
Last 90 Days- 84  
Multi-Eng - 1450

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT TO THE LEFT OF THE DESIRED TRACK FOR TAKEOFF AND THE PLT SAID THAT IN THE ATTEMPT TO REGAIN DIRECTIONAL CONTROL BY MEANS OF THROTTLE MANIPULATION AND BRAKE APPLICATION (THE PLT IN LATER INSPECTION OF RWY AND BRAKES REPORTED RUBBER MARKS ON THE RWY SURFACE AND "THE LEFT BRAKE WAS BLUE" PITCH CONTROL WAS LOST. THE ACFTS TAIL CONTINUED TO RISE UNTIL THE ACFT NOSED OVER ON THE RWY. THE PLT REPORTED IN THE 6120.1 REPORT THAT THE ACCIDENT WAS NOT RELATED TO A MECH FAILURE/MALFUNCTION. THE PLTS REPORTED TOTAL TIME IN THIS TYPE OF ACFT IS 33 HRS OF WHICH 2 WERE FLOWN IN THE LAST 30 DAYS. THE PLT ALSO REPORTED A SLIGHT X-WIND FROM THE LEFT AND A "P" FACTOR INCREASE AS THE TAIL OF THE ACFT BEGAN TO RISE DURING TAKEOFF ACCELERATION.



Brief of Accident (Continued)

File No. - 2988

11/18/84

GLENDALE, AZ

A/C Reg. No. N4845E

Time (Lc1) - 1002 MST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  2. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
  3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  5.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  6.        IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
  7. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2870      11/23/84      KINGMAN,AZ      A/C Reg. No. N3698L      Time (Lcl) - 0820 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

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

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

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

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

Weather Data

Wx Briefing      - NWS  
Method      - TELEPHONE  
Completeness      - PARTIAL,LMTD BY.PILOT  
Basic Weather      - IMC  
Wind Dir/Speed- VARIABLE  
Visibility      - .500 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 200 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LAS VEGAS,NV  
Destination  
MESA,AZ

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 68  
Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total      - UNK/NR	Last 24 Hrs - 1
Make/Model- UNK/NR	Last 30 Days- 7
Instrument- UNK/NR	Last 90 Days- 55
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT COLLIDED WITH THE FACE OF A SHEAR CLIFF ABOUT 30 FEET BELOW ITS CREST. IT IMPACTED WITH THE LEFT WING 15 DEGS DOWN AND WITH THE NOSE UP AT ABOUT 5 DEGS. IMPACT OCCURRED AT 3500 FT MSL. LOCAL AUTHORITIES INDICATED THAT THE WEATHER AT THE TIME OF THE ACCIDENT CONSISTED OF LOW CLOUDS AND EXTREMELY POOR GROUND VISIBILITY WITH RAIN. THE WX FORCAST INDICATED IMC WITH LOW CEILINGS & VISIBILITIES AND MOUNTAIN TOPS OBSCURED ALONG THE ROUTE. DURING A WX BRIEFING, THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED.

Brief of Accident (Continued)

File No. - 2870

11/23/84

KINGMAN,AZ

A/C Reg. No. N3698L

Time (Lcl) - 0820 PST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2. TERRAIN CONDITION - HIGH TERRAIN
  3. WEATHER CONDITION - CLOUDS
  4. WEATHER CONDITION - LOW CEILING
  5. WEATHER CONDITION - FOG
  6. WEATHER CONDITION - RAIN
  7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2880      12/11/84      LITTLEFIELD, AZ      A/C Reg. No. N636CF      Time (Lcl) - 1200 MST

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

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

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

Make/Model      - BEECH C45H	Eng Make/Model      - P&W 985AN14B	ELT Installed/Activated      - YES/NO
Landing Gear      - TAILWHEEL-RETRACTABLE MAINS	Number Engines      - 2	Stall Warning System      - UNK/NR
Max Gross Wt      - 8625	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - UNK/NR	Rated Power      - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method      - IN PERSON	KINGMAN, AZ	
Completeness      - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather      - IMC	ST GEORGE, UT	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 4.000 SM	Type of Flight Plan      - VFR	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - UNK/NR	Type of Clearance      - NONE	Runway Surface      - DIRT
Lowest Ceiling      - 200 FT BROKEN	Type Apch/Lndg      - TRAFFIC PATTERN	Runway Status      - ICE COVERED
Obstructions to Vision- NONE		SOFT
Precipitation      - RAIN	PRECAUTIONARY LANDING	
Condition of Light      - DAYLIGHT	FULL STOP	

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current      - YES	Total      - 3954
SE LAND, ME LAND, SE SEA	Months Since      - 16	Last 24 Hrs      - 2
	Aircraft Type      - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 35
		Multi-Eng      - 323

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE ENCOUNTERED LOW CEILINGS & FOG IN THE MOUNTAIN PASSES. AFTER SEVERAL UNSUCCESSFUL ATTEMPTS TO CROSS THE MOUNTAINS HE BELIEVED HE DID NOT HAVE SUFFICIENT FUEL ON BOARD TO REACH ANY AIRPORTS TO THE SOUTH SO HE SELECTED A FLAT MESA & EXECUTED A PRECAUTIONARY LANDING. THE TERRAIN WAS SMOOTH BUT SOFT & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2880

12/11/84

LITTLEFIELD, AZ

A/C Reg. No. N636CF

Time (Lcl) - 1200 MST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. WEATHER CONDITION - FOG
  3. WEATHER CONDITION - LOW CEILING
  4. WEATHER CONDITION - RAIN
  5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
  8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2898      12/25/84      COTTONWOOD,AZ      A/C Reg. No. N9164A      Time (Lcl) - 1542 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - CESSNA 170A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2050  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed-      320/005 KTS  
Visibility      - 65.0 SM  
Lowest Sky/Clouds      - THIN BKN  
Lowest Ceiling      - BROKEN  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
COTTONWOOD,AZ  
Destination  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

FULL STOP

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

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THAT THE ACFT WAS IN LEVEL FLIGHT AT TREETOP ALTITUDE ALONG A RIVER AND THAT THE ENGINE WAS OPERATING NORMALLY UNTIL THE ACFT STRUCK & SEVERED THREE POWER LINES BEFORE IMPACTING THE RIVERBANK ABOUT 200 FT WEST OF THE WIRES

Brief of Accident (Continued)

File No. - 2898

12/25/84

COTTONWOOD, AZ

A/C Reg. No. N9164A

Time (Lcl) - 1542 MST

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2868

3/15/84

RIALTO, CA

A/C Reg. No. N14110

Time (Lcl) - 1630 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - NORTH AMERICAN T-28B

Eng Make/Model - WRIGHT 1820-56A

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 7600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 1200 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Itinerary

Last Departure Point

Airport Proximity

OFF AIRPORT/STRIP

Method - N/A

RIALTO, CA

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- 240/008 KTS

ATC/Airspace

Runway Ident - N/A

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Type of Flight Plan - NONE

Runway Lth/Wid - N/A

Lowest Ceiling - 7000 FT BROKEN

Type of Clearance - NONE

Runway Surface - N/A

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Runway Status - N/A

Precipitation - NONE

Condition of Light - DAYLIGHT

FULL STOP

-----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 - 950

Last 24 Hrs - 1

SE LAND

Months Since - UNK/NR

Make/Model- 40

Last 30 Days- 10

Aircraft Type - UNK/NR

Instrument- 8

Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS AUTHORIZED BY ACFT OWNER TO TEST FLY THE ACFT AROUND THE TRAFFIC PATTERN WITH A LOCAL FBO OWNER ON BOARD. PLT MADE 3 FLTS, LAST OF WHICH CULMINATED IN THE ACCIDENT. ON THE FIRST AND THIRD FLTS, UNAUTHORIZED PASSENGERS WERE ON BOARD. FBO OWNER STATED PLT PERFORMED A "COUPLE ROLLS" DURING THE SECOND FLT WHEN HE WAS ON BOARD. ON THE THIRD FLT, SEVERAL WITNESSES STATED, PLT "BUZZED" THE RWY AND MADE A WIDE CLIMBING TURN TO A WIDE DOWNWIND NORTH OF THE RWY. ONCE LEVEL, BTW 700 AND 1000 FT, PLT BEGAN A SERIES OF LEFT AILERON ROLLS. NUMBER OF ROLLS VARIED AS REPORTED BY WITNESSES, HOWEVER, ALL STATED THAT DURING THE LAST ROLL THE ACFT HESITATED NEAR THE INVERTED POSITION, THE NOSE DROPPED AND ACFT CONTINUED TO ROLL INTO THE GROUND. THREE FLT INSTRUCTORS STATED THEY ADMONISHED THE PLT ON SEVERAL OCCASIONS IN THE PAST "NOT TO PERFORM AEROBATICS IN THE AIRCRAFT" ESPECIALLY SINCE WING PODS WERE INSTALLED.



Brief of Accident (Continued)

File No. - 2868

3/15/84

RIALTO, CA

A/C Reg. No. N14110

Time (Lcl) - 1630 PST

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. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
7. ALTITUDE - IMPROPER - PILOT IN COMMAND
8. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
9.      IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2826

4/27/84

LONE PINE, CA

A/C Reg. No. N56981

Time (Lc1) - 0900 PST

-----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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -DESCENT

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

Make/Model - PIPER PA-28R-200

Eng Make/Model - LYCOMING IO-360-C1C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2900

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 200 HP

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

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- FOG

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SACRAMENTO, CA

Destination

LAS VEGAS, NV

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

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 250	Last 24 Hrs -	2
Make/Model-	100	Last 30 Days-	5
Instrument-	3	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE ACFT DID NOT RETURN FROM A X-COUNTRY FLT, A SEARCH WAS INITIATED. HOWEVER, THE ACFT WAS NOT FOUND UNTIL HIKERS DISCOVERED THE WRECKAGE ON 6/29/84. IMPACT OCCURRED AT ABOUT THE 9000 FT LEVEL IN MOUNTAINOUS TERRAIN. THE OUTER WING PANELS & HORIZONTAL STABILATORS WERE FOUND AT A REMOTE DISTANCE FROM THE MAIN WRECKAGE. AN EXAM OF THE FRACTURE SURFACES REVEALED NO PREEXISTING CRACKS. PRIOR TO THE FLT, THE NON-INSTRUMENT RATED PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. THE MOUNTAIN TOPS WERE FORCASTED TO BE OBSCURED WITH BROKEN TO OVERCAST CLOUD BASES AT 8000 TO 10,000 FT. CLOUD TOPS WERE FORCASTED TO BE IN THE VICINITY OF 20,000 FT. SNOW SHOWERS WERE EXPECTED ABOVE THE FREEZING LEVEL.

Brief of Accident (Continued)

File No. - 2826

4/27/84

LONE PINE,CA

A/C Reg. No. N56981

Time (Lc1) - 0900 PST

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Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL  
1. TERRAIN CONDITION - HIGH TERRAIN  
2. WEATHER CONDITION - CLOUDS  
3. WEATHER CONDITION - LOW CEILING  
4. WEATHER CONDITION - FOG  
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

---

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

Finding(s)  
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND  
7.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND  
8.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

---

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

Finding(s)  
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND  
10. FLIGHT CONTROL, STABILATOR - OVERLOAD  
11. FLIGHT CONTROL, STABILATOR - SEPARATION  
12. WING - OVERLOAD  
13. WING - SEPARATION

---

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

---

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2881

5/19/84

CORONA, CA

A/C Reg. No. N5387F

Time (Lc1) - 1650 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				
		Crew	1	0	0
		Pass	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 - PIPER PA-28-151  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 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- 250/013 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  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CORONA  
Runway Ident - 25  
Runway Lth/Wid - 3200/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 42

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	- 48	Last 24 Hrs -	1
Make/Model-	48	Last 30 Days-	8
Instrument-	1	Last 90 Days-	28

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED AN ENG POWER FAILURE DURING TAKEOFF & COLLIDED WITH THE GROUND WHILE MANEUVERING TO RETURN TO THE AIRPORT. THE PLT STATED THAT HE "TURNED RIGHT TRYING TO RETURN TO THE RUNWAY," & AT THE SAME TIME, "MAINTAIN 80 (KTS IAS), BUT IT (THE ACFT) SUDDENLY DROPPED." WHEN INTERVIEWED, THE PLT REPORTED THAT A NORMAL PRE-FLIGHT INSPECTION WAS PERFORMED & AT THAT TIME OBSERVED BOTH FUEL TANKS WERE AT A LEVEL OF "2 TO 3 INCHES BELOW THE TABS." EXHAUSTIVE EXAMINATION OF ALL POWER-RELATED SYSTEMS FAILED TO REVEAL A COMPONENT FAILURE OR MALFUNCTION WHICH WOULD HAVE RESULTED IN THE POWER FAILURE.

Brief of Accident (Continued)

File No. - 2881

5/19/84

CORONA, CA

A/C Reg. No. N5387F

Time (Lcl) - 1650 PDT

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

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

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND  
4. EMERGENCY PROCEDURE - IMPROPER - 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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2996      5/25/84      NOVATO, CA      A/C Reg. No. N5698H      Time (Lcl) - 1900 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - PIPER PA-16  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - 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

SALINAS, CA

Destination

NOVATO, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

GROSS FIELD

Runway Ident - 31

Runway Lth/Wid - 3300/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 68

Make/Model- 43

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- 12

Last 90 Days- 19

Instrument Rating(s) - UNK/NR

-----Narrative-----

PLT LOST DIRECTIONAL CONTROL DURING LANDING ROLL. ACFT VEERED OFF LEFT SIDE OF RWY. PLT ATTEMPTED TO RETURN TO RWY AND ACFT CONTACTED VASI LIGHT. GUSTY CROSSWIND CONDITIONS EXISTED. PLT'S TTL FLT TIME WAS 68.9 HRS.

Brief of Accident (Continued)

File No. - 2996

5/25/84

NOVATO, CA

A/C Reg. No. N5698H

Time (Lc1) - 1900 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - AIRPORT FACILITY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2893

6/08/84

SAN CARLOS, CA

A/C Reg. No. N4972B

Time (Lcl) - 1340 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR  
Method - TELEPHONE  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 260/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN CARLOS, CA

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

SAN CARLOS

Runway Ident - 30

Runway Lth/Wid - 2600/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 43

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	33	Last 24 Hrs -	1
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Make/Model-	33	Last 30 Days-	5
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Instrument-	1	Last 90 Days-	20
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LOST DIRECTIONAL CONTROL ON THE TAKEOFF ROLL, VEERED OFF THE RWY & NOSED OVER. WINDS WERE REPORTED AS 160 DEG AT 10 KTS.



Brief of Accident (Continued)

File No. - 2893

6/08/84

SAN CARLOS, CA

A/C Reg. No. N4972B

Time (Lc1) - 1340 PDT

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

Finding(s)

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

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

Finding(s)

4. OBJECT - APPROACH LIGHT/NAVAID
- 

Occurrence #3            NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2892

6/09/84

CONCORD, CA

A/C Reg. No. N9481Y

Time (Lcl) - 2149 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Fire Crew

Flight Conducted Under -14 CFR 91

NONE Pass

Accident Occurred During -LANDING

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

Make/Model - BEECH 35

Eng Make/Model - CONTINENTAL IO-470N

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2550

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 260 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/020 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

SANTA BARBARA, CA

Destination

CONCORD, CA

Airport Proximity

ON AIRPORT

Airport Data

BUCHANAN

Runway Ident - 19L

Runway Lth/Wid - 5000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1025

Make/Model- 900

Instrument- 0

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE LANDED IN A X-WIND & WANTED TO RAISE THE FLAPS BUT RAISED THE GEAR INSTEAD.

Brief of Accident (Continued)

File No. - 2892

6/09/84

CONCORD,CA

A/C Reg. No. N9481Y

Time (Lc1) - 2149 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2825

7/27/84

GARBERVILLE,CA

A/C Reg. No. N4291P

Time (Lcl) - 2310 PDT

-----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

0

0

0

0

Accident Occurred During -CLIMB

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

Make/Model - PIPER PA-23-160

Eng Make/Model - LYCOMING O-320-B3B

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 3800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 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- 300/005 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 700 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

GARBERVILLE,CA

Destination

OAKLAND,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 31

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800

Make/Model- 50

Instrument- 55

Multi-Eng - 50

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES & GROUND DURING CLIMB AFTER TAKEOFF ON A DARK NIGHT IN MOUNTAINOUS TERRAIN. THE WX IS NOT CONSIDERED TO BE A FACTOR SINCE THE WX WAS VMC AT THE TIME & PLACE OF THE ACCIDENT. IT WAS A MOONLESS NIGHT AND THE AREA OF THE CRASH SUGGESTED THE FLT PATH WAS DIRECTLY IN LINE WITH DESTINATION BUT OVER RISING TERRAIN. THE ACFT BY VIRTUE OF ITS LOCATION WAS FOLLOWING A NORMAL FLT PROFILE AND NO EVIDENCE WAS FOUND TO SUGGEST ANY MECHANICAL MALFUNCTIONS. RELATIVES OF THE PLT LOCATED THE WRECKAGE BY AERIAL SEARCH ON 8/22/84 AT THE 2900 FT LEVEL (MSL) OF A 3101 FT MOUNTAIN APRX 5 MILES FROM THE DEPARTURE ARPT ON A MAGNETIC BEARING OF 120 DEGREES. THE CRASH & POST IMPACT FIRE DESTROYED ALL POSSIBILITIES OF TOXICOLOGICAL ANALYSIS. THE PLT HAS FLOWN THIS ROUTE AT NIGHT SEVERAL TIMES.

Brief of Accident (Continued)

File No. - 2825

7/27/84

GARBERVILLE, CA

A/C Reg. No. N4291P

Time (Lc1) - 2310 PDT

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

Finding(s)

1. OBJECT - TREE(S)
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. VFR PROCEDURES - POOR - PILOT IN COMMAND
  5. LIGHT CONDITION - DARK NIGHT
  6. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2884      7/31/84      HONEYDEW, CA      A/C Reg. No. N14266      Time (Lcl) - 0949 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -CALIFORNIA AIR CHARTER, I	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	UKIAHND, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	EUREKA, CA	
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 500 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
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)
COMMERCIAL, ATP	Current - YES	Total - 28560
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - PA31350	Make/Model- 5000
		Last 30 Days- 60
		Instrument- 2740
		Last 90 Days- 200
		Multi-Eng - 23100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLT 101, A DOMESTIC CARGO OPERATION. CRASHED AT ABOUT 2400 MSL IN A STEEP FORESTED MOUNTAIN VALLEY. THE ACFT & ITS CARGO, CONSISTING OF BANK DOCUMENTS & PHOTOGRAPHS, WERE DESTROYED. THE PLT SUSTAINED FATAL INJURIES & NO SUITABLE SPECIMENS WERE AVAILABLE FOR TOXICOLOGICAL ANALYSIS. EXAMINATION OF THE ACFT FAILED TO REVEAL ANY PRE-IMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2884

7/31/84

HONEYDEW, CA

A/C Reg. No. N14266

Time (Lc1) - 0949 PDT

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

Finding(s)

1. UNDETERMINED
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2874      8/24/84      STRAWBERRY,CA      A/C Reg. No. N5787X      Time (Lcl) - 1447 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - AEROSPATIALE AS-355E  
Landing Gear      - SKID  
Max Gross Wt      - 4628  
No. of Seats      - 6

Eng Make/Model      - ALLISON 250-C20F  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 420 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
ANGLES CAMP,CA  
Destination  
STRAWBERRY,CA

Airport Proximity  
UNK/NR

Airport Data

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance      - VFR FLIGHT FOLLOWING  
Type Apch/Lndg      - UNK/NR

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

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

Pilot-In-Command

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

Age - 46  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 10287
Make/Model-	2039
Instrument-	456
Multi-Eng -	66
Last 24 Hrs -	5
Last 30 Days-	UNK/NR
Last 90 Days-	358
Rotorcraft -	8040

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS APPROACHING THE LANDING PAD WHEN THE PLT HEARD A LOUD NOISE & EXPERIENCED A LOSS OF TAIL ROTOR CONTROL. HE LOST DIRECTIONAL CONTROL & THE HELICOPTER BEGAN SPINNING TO THE LEFT, STRUCK THE HELIPAD, ROLLED OVER & BURNED. THE ACFT WAS DEMOLISHED BY FIRE. DUE TO THE FIRE DAMAGE, THE EXACT PROBLEM WITH THE TAIL ROTOR DRIVE SYSTEM COULD NOT BE DETERMINED.



Brief of Accident (Continued)

File No. - 2874

8/24/84

STRAWBERRY, CA

A/C Reg. No. N5787X

Time (Lcl) - 1447 PDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM - UNDETERMINED

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

Finding(s).

2. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

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

Occurrence #4 ROLL OVER  
Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2910      8/29/84      BAKERSFIELD,CA      A/C Reg. No. N7916W      Time (Lcl) - 1235 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew  
NONE      Pass

-----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-A3A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
N. LAS VEGAS,NV

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BAKERSFIELD  
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  
NONE

Age - 30  
Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT LANDED LONG ON AN INTENDED TOUCH AND GO LANDING AND THEREFORE, ROLLED OUT TO A FULL STOP ON RWY 31. A 180 DEG TURN WAS MADE AT THE END IN ORDER TO TAKEOFF ON RWY 13. PRIOR TO INITIATING THE TAKEOFF, ACCORDING TO THE STUDENT PLT, HE PLACED THE FUEL SELECTOR IN THE RIGHT TANK POSITION SINCE IT WAS THE FULLEST OF THE 2 TANKS. VERY SHORTLY AFTER TAKEOFF THE ENG LOST POWER. THE CFI INSTRUCTED THE STUDENT IN THE LEFT SEAT TO SWITCH TANKS, WHICH HE DID. WITH THE CFI TAKING CONTROL OF THE ACFT A FORCED LANDING WAS MADE IN A FIELD ROLLING THROUGH A BARBED WIRE FENCE AND COLLAPSING THE NOSE GEAR. NEITHER PLT CHANGED THE POSITION OF THE FUEL SELECTOR AFTER THE ACCIDENT. IT WAS FOUND IN THE LEFT "OFF" POSITION. THE FUEL SELECTOR HAD 4 POSITIONS, LEFT & RIGHT AT THE 10 O'CLOCK AND 2 O'CLOCK POSITIONS AND 2 "OFF" AT THE 4 O'CLOCK AND 8 O'CLOCK. EITHER OFF SETTING CAN BE SELECTED FROM ANY OTHER POSITION. THE RIGHT TANK WAS FULL OF FUEL AND THE LEFT CONTAINED 1 GAL. NO FUEL REMAINED IN THE ENG DRIVEN FUEL PUMP OUTPUT LINE.

Brief of Accident (Continued)

File No. - 2910

8/29/84

BAKERSFIELD, CA

A/C Reg. No. N7916W

Time (Lc1) - 1235 PDT

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT
  2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  3. CHECKLIST - NOT FOLLOWED - DUAL STUDENT
  4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND(CFI)
  5. FLUID, FUEL - STARVATION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

6. OBJECT - FENCE
- 

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

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2869

9/05/84

VALENCIA, CA

A/C Reg. No. N2291R

Time (Lcl) - 1830 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire NONE  
Crew 1  
Pass 1

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

Make/Model - CESSNA T210J  
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- CALM  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - C-172

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE ACFT ENTERING A SLOW ROLL MANEUVER. AS THE ACFT BECAME INVERTED, THE ROLL RATE DECREASED, THE NOSE OF THE ACFT DROPPED TOWARD THE GROUND & THE PLANE CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. TOXICOLOGICAL CHECKS OF THE PLT'S GASTRIC CONTENTS, KIDNEY FLUIDS & BILE SHOWED A SMALL AMOUNT OF ALCOHOL (.03%, .05% & .02%). THE AMOUNT OF ALCOHOL DUE TO PUTREFACTION WAS NOT DETERMINED. THE ACFT WAS NOT CERTIFIED FOR AEROBATICS.

Brief of Accident (Continued)

File No. - 2869

9/05/84

VALENCIA,CA

A/C Reg. No. N2291R

Time (Lc1) - 1830 PDT

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. AEROBATICS - INITIATED - PILOT IN COMMAND
  6. 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) 4,6

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. - 2888

9/08/84

REDLANDS, CA

A/C Reg. No. N381LS

Time (Lcl) - 0752 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - CESSNA 310  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

REDLANDS  
Runway Ident - 26  
Runway Lth/Wid - 4500/ 80  
Runway Surface - MACADAM  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

GND WITNESSES OBSVD AN INITIAL ERRATIC TAKEOFF GND ROLL. AFTER THE ACFT REACHED 200 FT IT EXPERIENCED A POWER LOSS ON THE LEFT ENGINE. THE ACFT STALLED AS IT TURNED LEFT, ENTERED INTO AN UNCONTROLLED DESCENT AND CRASHED. THE POST IMPACT FIRE CONSUMED THE COCKPIT/CABIN AREA. THE ENGINE EXAM DISCLOSED UNIDENTIFIED CONTAMINATES IN THE FUEL METERING UNIT; ONE FUEL NOZZLE WAS PLUGGED. AN ANNUAL INSP WAS RECENTLY PERFORMED. A NON-CERTIFICATED STUDENT PILOT OCCUPIED THE LEFT FRONT SEAT. THE CERTIFICATED PVT PILOT, WHO DOES NOT HOLD A FLIGHT INSTRUCTOR CERTIFICATE, OCCUPIED THE RIGHT FRONT SEAT; HIS CLASS III MEDICAL CERTIFICATE HAD EXPIRED.

Brief of Accident (Continued)

File No. - 2888

9/08/84

REDLANDS, CA

A/C Reg. No. N381LS

Time (Lc1) - 0752 PDT

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

Finding(s)

1. FUEL SYSTEM, INJECTOR - CONTAMINATION
  2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - DUAL STUDENT
  4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
  5. AIRSPEED(VYSE) - NOT MAINTAINED - PILOT IN COMMAND
  6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL 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) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2860      9/09/84      INDEPENDENCE,CA      A/C Reg. No. N736XF      Time (Lcl) - 0700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - CESSNA R172K  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-K  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 195 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
INYOKERN,CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 25  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - PA28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	595
Make/Model-	114
Instrument-	57
Multi-Eng -	17
Last 24 Hrs -	1
Last 30 Days-	34
Last 90 Days-	94

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND TWO PAX DEPARTED ON A PLEASURE FLT TO LOOK FOR A DEER HUNTING AREA. WITNESSES NEAR THE ACCIDENT SITE STATED THAT THE SAW THE ACFT "FLY DOWN THE CANYON ON A NORTHERLY HEADING, REVERSE COURSE AND ATTEMPT TO FLY UP THE CANYON." THEY SAW THE ACFT APPROACH THE TOP OF A 10000 FT MOUNTAIN, THE ACFT NOSE "PITCHED UP, STALLED AND CRASHED INTO THE 45 DEGREE RISING TERRAIN AS IT BANKED TO THE RIGHT." THE DENSITY ALT WAS CALCULATED TO BE 10000 FT.



Brief of Accident (Continued)

File No. - 2860

9/09/84

INDEPENDENCE, CA

A/C Reg. No. N736XF

Time (Lcl) - 0700 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2882

9/17/84

MARIPOSA,CA

A/C Reg. No. N6406U

Time (Lcl) - 1952 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 - TAKEOFF

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - MOONEY M20C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2050  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/017 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2000 FT

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

HAYWARD,CA

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MARIPOSA-YOSEMITE

Runway Ident - 26

Runway Lth/Wid - 3300/ 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)

PRIVATE

SE LAND

Age - 53

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE & TELEPHONE POLE DURING A GO-AROUND MANEUVER ON RWY 26. INVESTIGATION REVEALED THAT THE ACFT EXITED THE LEFT SIDE OF RWY 26 ABOUT 1625 FT BEYOND THE THRESHOLD. ALTHOUGH THERE WERE NO EYEWITNESSES TO THE ACCIDENT A GROUND WITNESS REPORTED THAT THE ACFT LANDED NORMALLY BUT THAT AS THE ACFT REACHED MID-FIELD, THE ENG SOUND "INCREASED", FOLLOWED BY TWO "THUD" SOUNDS & A FIREBALL. A PLT, WHO LANDED 15 MINS AFTER THE ACCIDENT REPORTED 90 DEG X-WIND PREVAILED & STATED "IT TOOK MAXIMUM DEFLECTION OF THE CONTROL SURFACES TO KEEP THE ACFT ALIGNED WITH THE RWY CENTERLINE." THE MAX DEMONSTRATED X-WIND COMPONENT FOR THE ACCIDENT ACFT WAS 17 KTS.

Brief of Accident (Continued)

File No. - 2882

9/17/84

MARIPOSA, CA

A/C Reg. No. N6406U

Time (Lcl) - 1952 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - CROSSWIND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. OBJECT - UTILITY POLE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2873      10/02/84      EL MONTE, CA      A/C Reg. No. N4902A      Time (Lcl) - 1608 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious

Minor

None

0  
0

0  
0

1  
0

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

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng. Make/Model - CONTINENTAL O-470-K  
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- 120/009 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EL MONTE, CA

Destination

EL MONTE, CA

Airport Proximity

ON AIRPORT

Airport Data

EL MONTE

Runway Ident - 19

Runway Lth/Wid - 3995/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 79

Make/Model- 77

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A LOW TIME PVT PLT FLARED THE ACFT WHICH TOUCHED DOWN HARD AND BOUNCED. ON THE SECOND TOUCHDOWN, THE ACFT ENTERED A GROUND LOOP TO THE RIGHT. APPLICATION OF RIGHT BRAKE AND RUDDER DID NOT CORRECT THE SITUATION. THE LEFT WING AND NOSE WENT DOWN & THE ACFT WENT OVER ONTO ITS BACK. THE ACFT WAS EQUIPPED WITH CONVENTIONAL LANDING GEAR. THE PLT REPORTED THAT AFTER HE HAD OBTAINED A PVT PLT CERTIFICATE ON 03/03/84 AND HAD NOT FLOWN AFTER THAT DATE UNTIL THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2873

10/02/84

EL MONTE, CA

A/C Reg. No. N4902A

Time (Lcl) - 1608 PDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. ELEVATOR - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

6. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2871      10/05/84      VAN NUYS, CA      A/C Reg. No. N2099U      Time (Lcl) - 1005 PDT

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

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

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	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	VAN NUYS, CA			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	SAME AS ACC/INC	VAN NUYS		
Wind Dir/Speed	- CALM		Runway Ident	- 16L	
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid	- 4000/ 75	
Lowest Sky/Clouds	- 1500 FT	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 1500 FT OVERCAST	Type of Clearance	- VFR	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE		TOUCH AND GO		
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 31	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 27	Last 30 Days - 4
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 3RD SUPERVISED SOLO FLT & STAYED IN THE TRAFFIC PATTERN TO PRACTICE LANDINGS. ON THE 2ND APPROACH TO LAND, THE ACFT BALLOONED DURING THE FLARE & YAWED TO THE LEFT. THE ACFT TOUCHED DOWN & IMMEDIATELY VEERED LEFT, WENT OFF THE RWY & STRUCK AN ARPT SIGN.

Brief of Accident (Continued)

File No. - 2871

10/05/84

VAN NUYS, CA

A/C Reg. No. N2099U

Time (Lc1) - 1005 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER USE OF PROCEDURE; LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2877      10/05/84      FIREBAUGH,CA      A/C Reg. No. N161HA      Time (Lcl) - 1600 PDT

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

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

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

Make/Model      - HILLER UH-12E	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear      - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 2950	Engine Type      - TURBOSHAFT	
No. of Seats      - 3	Rated Power      - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	FIREBAUGH,CA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	FIREBAUGH,CA	Runway Ident      - N/A
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 15.0 SM	Type of Flight Plan - NONE	Runway Surface      - N/A
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Status      - N/A
Lowest Ceiling      - NONE	Type Apch/Lndg      - UNK/NR	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 3978
SE LAND	Months Since      - 11	Make/Model- 129
HELICOPTER	Aircraft Type - UH12E	Instrument- 11
		Last 24 Hrs - 4
		Last 30 Days- 70
		Last 90 Days- 220
		Rotorcraft - 3654

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TERRAIN WHILE ON AN AERIAL APPLICATION FLT. THE PLT STATED HE, "HEARD A LOUD BANG" WHILE SPRAYING. THEN THE "NOSE OF THE HELICOPTER DOVE RADICALLY DOWN", AND HE CRASHED INTO THE FIELD. EXAMINATION OF THE SITE REVEALED THAT ONE OF THE SPRAY BOOM EXTENSION WAS FOUND ABOUT 50 YDS FROM THE CRASH LOCATION. COTTON PLANT STALKS WERE ENTWINED ABOUT THE TIP OF THE BOOM & IN ITS NOZZLES.



Brief of Accident (Continued)

File No. - 2877

10/05/84

FIREBAUGH, CA

A/C Reg. No. N161HA

Time (Lc1) - 1600 PDT

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

Finding(s)

1. TERRAIN CONDITION - CROP
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2876

10/07/84

ESSEX, CA

A/C Reg. No. N6481P

Time (Lcl) - 1130 PDT

-----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	3
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 - PIPER PA-24-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2850  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
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  
VISALIA, CA  
Destination  
BULLHEAD CITY, AZ

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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 - 50

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - PA24250

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1070	Last 24 Hrs	- 2
Make/Model-	796	Last 30 Days-	8
Instrument-	110	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE VISUALLY CHECKED THE QUANTITY OF FUEL IN THE ACFT'S FUEL TANKS PRIOR TO DEPARTURE & THAT HE APPARENTLY OVERESTIMATED THE AMOUNT IN THE TANKS. FOLLOWING THE ACCIDENT THE PLT REPORTED THAT HE OPENED THE FUEL CAPS TO BOTH TANKS & THEY "WERE DRY AS A BONE."

Brief of Accident (Continued)

File No. - 2876

10/07/84

ESSEX, CA

A/C Reg. No. N6481P

Time (Lcl) - 1130 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND.
  3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2865      10/08/84      SANTA MONICA, CA      A/C Reg. No. N4932A      Time (Lcl) - 0931 PDT

-----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 -LANDING			0	0	0	1

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL,LMTD BY PILOT</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 140/003 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - 500 FT</p> <p>Lowest Ceiling - 500 FT OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BIG BEAR CITY, CA</p> <p>Destination SANTA MONICA, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VOR/TVOR STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SANTA MONICA</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 4987/ 150</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - C-180</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1967</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 345</td> <td>Last 30 Days- 30</td> </tr> <tr> <td>Instrument- 132</td> <td>Last 90 Days- 100</td> </tr> <tr> <td>Multi-Eng - 247</td> <td></td> </tr> </table>	Total - 1967	Last 24 Hrs - 2	Make/Model- 345	Last 30 Days- 30	Instrument- 132	Last 90 Days- 100	Multi-Eng - 247	
Total - 1967	Last 24 Hrs - 2									
Make/Model- 345	Last 30 Days- 30									
Instrument- 132	Last 90 Days- 100									
Multi-Eng - 247										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPROTED, DESCENT MADE TO MDA OF 740 FT MSL AND VISUAL CONTACT MADE WITH RWY 1/2 MILE EAST OF ARPT. SLIPPED ACFT TO WITHIN 200 FT OF RWY AND MADE A WHEEL LANDING MIDFIELD. BOTH WHEELS LOCKED UP AND ACFT NOSED OVER. PLT STATED, "I MAY HAVE HAD MY FEET ON THE BRAKES ON TOUCHDOWN." REPORTED SURFACE WX 3 MINUTES AFTER THE ACCIDENT WAS BELOW APCH MINIMUMS.

Brief of Accident (Continued)

File No. - 2865

10/08/84

SANTA MONICA, CA

A/C Reg. No. N4932A

Time (Lc1) - 0931 PDT

Occurrence NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2891      10/11/84      GORMAN,CA      A/C Reg. No. N6192B      Time (Lcl) - 1911 PDT

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R1	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 - 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	BURBANK,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	MAMMOTH LAKES,CA	Runway Ident - N/A
Wind Dir/Speed- 320/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 460
SE LAND	Months Since - 20	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 460
		Last 30 Days- UNK/NR
		Instrument- 10
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH HIGH TENSION WIRES ABOUT 5 MILES SOUTH OF GORMAN, CA. THE PLT STATED THAT WHILE ENROUTE HE "STAYED BENEATH" THE PREVAILING BROKEN CLOUD CONDITION UNTIL ENTERING THE MOUNTAINOUS AREA AT WHICH TIME HE SAW A HOLE IN THE CLOUDS & BEGAN TO "CLIMB THROUGH IT." SHORTLY AFTER HE INITIATED THE CLIMB THE ACFT STRUCK THE WIRES.

Brief of Accident (Continued)

File No. - 2891

10/11/84

GORMAN,CA

A/C Reg. No. N6192B

Time (Lc1) - 1911 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - OBSCURATION
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - RISING

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) 1,2,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2836      10/12/84      SONOMA, CA      A/C Reg. No. N9493P      Time (Lcl) - 1805 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
1  
3

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

Make/Model      - PIPER PA-24-260  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3200  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-540  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 260 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed      - 320/007 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      -  
Obstructions to Vision      - UNK/NR  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PETALUMA, CA  
Destination  
DAVIS, CA

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

SONOMA  
Runway Ident      - 25  
Runway Lth/Wid      - 2900/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age      - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - C-152

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

Total      - 172      Last 24 Hrs - UNK/NR  
Make/Model      - 10      Last 30 Days - UNK/NR  
Instrument      - 2      Last 90 Days - 9

Instrument Rating(s)      - NONE

-----Narrative-----

PLT MADE INADVERTANT GEAR UP LANDING. PLT STATED HE FORGOT TO LOWER THE GEAR WHEN HIS ATTENTION WAS DIVERTED TO THE CABIN DOOR WHICH CAME OPEN IN-FLIGHT.



Brief of Accident (Continued)

File No. - 2836

10/12/84

SONOMA, CA

A/C Reg. No. N9493P

Time (Lc1) - 1805 PDT

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

Finding(s)

1. DOOR, PASSENGER - UNLOCKED
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. TERRAIN CONDITION - RUNWAY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2890      10/12/84      YUBA CITY,CA      A/C Reg. No. N5249U      Time (Lc1) - 1650 PDT

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

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

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	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	YUBA CITY,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAMERON PARK,CA	SUTTERCO
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3040/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 820
SE LAND	Months Since - 2	Make/Model- 127
	Aircraft Type - UNK/NR	Instrument- 44
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING AFTER THE ENG FAILED ON TAKEOFF FROM SUTTER COUNTY AIRPORT.  
POST CRASH EXAMINATION OF THE ACFT DID NOT REVEAL EVIDENCE OF AN AIRFRAME OR ENG PRE-IMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2890

10/12/84

YUBA CITY, CA

A/C Reg. No. N5249U

Time (Lc1) - 1650 PDT

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

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

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

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

Finding(s)  
2. OBJECT - TREE(S)  
3. 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. - 2835      10/13/84      CAMARILLO, CA      A/C Reg. No. N8989U      Time (Lcl) - 1545 PDT

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

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

-----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	ON AIRPORT
Method - N/A	CAMARILLO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAMARILLO
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 16
	Months Since - N/A	Make/Model- 16
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 7
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

PLT LOST DIRECTIONAL CONTROL OF ACFT JUST PRIOR TO TAKEOFF ROTATION. ACFT CONTINUED OFF LEFT SIDE OF RWY INTO A PLOWED FIELD DESPITE ATTEMPTED REMEDIAL ACTION. NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2835

10/13/84

CAMARILLO,CA

A/C Reg. No. N8989U

Time (Lc1) - 1545 PDT

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2872      10/16/84      EL MONTE, CA      A/C Reg. No. N6456V      Time (Lcl) - 1551 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - FSS	Last Departure Point	ON AIRPORT
Method      - TELEPHONE	LAS VEGAS, NV	
Completeness      - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather      - VMC	EL MONTE, CA	EL MONTE
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident      - 19
Visibility      - 15.0 SM	Type of Flight Plan      - VFR	Runway Lth/Wid      - 3995/ 75
Lowest Sky/Clouds      - 18000 FT SCATTERED	Type of Clearance      - VFR	Runway Surface      - ASPHALT
Lowest Ceiling      - NONE	Type Apch/Lndg      - UNK/NR	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 49	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 162
SE LAND	Months Since      - 24	Make/Model- 22
	Aircraft Type      - C-172RG	Instrument- 2
		Last 24 Hrs      - 2
		Last 30 Days      - 4
		Last 90 Days      - 5

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT LANDED THE ACFT FAST & LOST CONTROL. SUBSEQUENTLY, THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY & STRUCK A PERIMETER FENCE.

Brief of Accident (Continued)

File No. - 2872

10/16/84

EL MONTE, CA

A/C Reg. No. N6456V

Time (Lcl) - 1551 PDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2834      10/21/84      PALO ALTO, CA      A/C Reg. No. N61739      Time (Lc1) - 1945 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	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SANTA MONICA, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PALO ALTO
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 281
SE LAND	Months Since - 22	Last 24 Hrs - 4
	Aircraft Type - C-152	Make/Model- 54
		Last 30 Days- 4
		Instrument- 14
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

LOSS OF PWR OCCURRED ON FINAL APCH. ACFT CONTACTED A DIKE DURING FORCED LANDING COLLAPSING THE NOSE GEAR. PLT SAID DIRECT ROUTE WAS FLOWN AT 10,500 FT MSL DESCENDING LOWER AFTER CROSSING MOUNTAINOUS AREA. PLT DID NOT LEAN MIXTURE DURING FLT OR REPORT WHICH FUEL TANK WAS SELECTED WHEN POWER LOSS OCCURRED. 1 GAL FUEL WAS FOUND IN LEFT TANK AND 5 GALS IN RT TANK. UNUSABLE FUEL FOR EACH TANK IS 2 1/2 GALS.



Brief of Accident (Continued)

File No. - 2834

10/21/84

PALO ALTO, CA

A/C Reg. No. N61739

Time (Lc1) - 1945 PDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  4. FLUID, FUEL - STARVATION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
- 

Occurrence #4      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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2854      11/24/84      LOS ALAMITOS, CA      A/C Reg. No. N5197G      Time (Lcl) - 1010 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 -PUBLIC USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - CESSNA 305A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2100

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 213 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - MILITARY

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2500 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

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

LOS ALAMITOS

Runway Ident - 22L

Runway Lth/Wid - 8000/ 200

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - MILITARY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 733

Make/Model- 270

Instrument- 100

Multi-Eng - 30

Last 24 Hrs - 3

Last 30 Days- 14

Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING ROLL. PLT STATED HE HAD JUST COMPLETED A GLIDER TOW MISSION AND THAT ON TOUCHDOWN THE TAIL WHEEL BEGAN TO SHIMMY EXCESSIVELY. THE ACFT LIFTED OFF AND SETTLED BACK ON THE RWY, AT WHICH TIME THE TAIL WHEEL SHIMMY BECAME WORSE AND THE ACFT CONTINUED ON THE RWY FOR ABOUT 20 FT BEFORE NOSING OVER. THE ACFT IS EQUIPPED WITH A CASTORING AXLE ASS'Y. EXAMINATION OF THE ASS'Y REVEALED IT WAS SERVICED WITH AN INSUFFICIENT AMT OF HYDRAULIC FLUID.

Brief of Accident (Continued)

File No. - 2854

11/24/84

LOS ALAMITOS, CA

A/C Reg. No. N5197G

Time (Lc1) - 1010 PST

-----  
Occurrence                NOSE OVER  
Phase of Operation        LANDING - ROLL

Finding(s)

1. FLUID, HYDRAULIC - LACK OF
  2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
  3. LANDING GEAR, AXLE - OTHER
  4. LANDING GEAR - VIBRATION
  5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2878      11/25/84      OXNARD,CA

A/C Reg. No. N54JP

Time (Lcl) - 0947 PST

-----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      - PENNINGTON-EAA BIPLANE P2P  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 1

Eng Make/Model      - LYCOMING UNKNOWN  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 125 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- 020/006 KTS  
Visibility      - 25.0      SM  
Lowest Sky/Clouds      - 20000 FT  
Lowest Ceiling      - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SANTA MONICA,CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ONARD  
Runway Ident      - 07  
Runway Lth/Wid      - 5950/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 25  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type      - UNK/NR

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

Total	- 181	Last 24 Hrs	- 2
Make/Model-	17	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE TAKEOFF PHASE OF A TOUCH-&-GO LANDING HE OBSERVED SPARKS COMING FROM THE ENG'S AIR INTAKE & EXPERIENCED A LOSS OF POWER. HE PULLED OFF ALL POWER & MADE A HARD LANDING ON THE RWY. ACTC SPECIALISTS ON DUTY IN THE TOWER STATED THAT THE ACFT TOUCHED DOWN HARD AT THE APPROACH END OF THE RWY, BOUNCED SEVERAL TIMES, TURNING ALMOST 45 DEGREES TO THE RT OF THE RWY HEADING & THEN STARTED TO CLIMBOUT. EXAMINATION OF THE ACFT DID NOT FIND ANY EVIDENCE OF A MALFUNCTION OR FAILURE OF THE ENG.

Brief of Accident (Continued)

File No. - 2878

11/25/84

OXNARD, CA

A/C Reg. No. N54JP

Time (Lc1) - 0947 PST

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

Finding(s)

1. FLARE - INADEQUATE - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      LOSS OF POWER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

3. UNDETERMINED

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2997      12/01/84      PASO ROBLES,CA      A/C Reg. No. N4974B      Time (Lcl) - 1420 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		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 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 AIRSTRIP
Method - N/A	SANTA MONICA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PASO ROBLES MUNI
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type 'Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	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-----

STUDENT PLT STATED, WHILE LANDING A 45 DEG X-WING PICKED UP THE WING AND FLIPPED ACFT OVER. PLT WAS ON A SOLO X-COUNTRY FLT.

Brief of Accident (Continued)

File No. - 2997

12/01/84

PASO ROBLES,CA

A/C Reg. No. N4974B

Time (Lcl) - 1420 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT 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) 2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2998      12/11/84      LAKEPORT, CA

A/C Reg. No. N430WM

Time (Lcl) - 1630 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - BEECH G35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2775  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E225-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 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 - 30.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAKEPORT, CA  
Destination  
HEALDSBURG, CA

Airport Proximity  
ON AIRPORT

Airport Data

LAMPSON  
Runway Ident - 28  
Runway Lth/Wid - 3450/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - 35

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- 0	Last 24 Hrs	- 0
Make/Model-	260	Last 30 Days-	0
Instrument-	355	Last 90 Days-	0
Multi-Eng -	2	Rotorcraft -	2400

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 150 FT AGL THE ACFT'S LOST PWR & PLT MADE A TAIL FIRST HARD LANDING OFF SIDE OF RWY. ACFT SKIDDED 60 FT BEFORE STOPPING WHEN IT HIT A FENCE. FUEL SELECTOR WAS FOUND IN "AUX" POSITION. PLT SAID HE TOOK OFF ON LEFT TANK AND WAS MOVING SELECTOR TO RT TANK WHEN ENGINE QUIT. ONLY 5 1/2 GALS OF FUEL REMAINED IN LEFT MAIN TANK. NO FUEL LINES WERE BROKEN. TAKEOFF IS PROHIBITED WITH LESS THEN 10 GALS OF FUEL IN EACH MAIN TANK. ENGINE WAS SUCCESSFULLY RUN AFTER THE ACCIDENT. PLT WAS SWITCHING TANKS WITHOUT USING ELECTRIC BOOST PUMP.



Brief of Accident (Continued)

File No. - 2998

12/11/84

LAKEPORT, CA

A/C Reg. No. N430WM

Time (Lcl) - 1630 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT SERVICE - NOT PERFORMED - PILOT IN COMMAND
4. FLIGHT MANUALS - NOT USED - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
6. FLUID, FUEL - STARVATION
7. REFUELING - NOT PERFORMED - PILOT IN COMMAND
8. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

9. STALL/MUSH - NOT IDENTIFIED - PILOT IN COMMAND
10. FLARE - INADEQUATE - PILOT IN COMMAND
11. GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND

Occurrence #4      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

12. DISTANCE - INADEQUATE - PILOT IN COMMAND
13. OBJECT - FENCE
14. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7,8,9,10,11,12,14

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2841

12/12/84

ROSAMOND, CA

A/C Reg. No. N49806

Time (Lc1) - 1729 PST

-----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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 118 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 345/025 KTS

Visibility - .250 SM

Lowest Sky/Clouds -

Lowest Ceiling - OBSCURED

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

CHINO, CA

Destination

CORCORAN, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 513

Make/Model- 52

Instrument- 16

Last 24 Hrs - 1

Last 30 Days- 17

Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

ACFT CRASHED IN MOUNTAINOUS AREA WHILE ON A VFR FLIGHT. NO RECORD OF THE PLT OBTAINING A WX BRIEFING WAS FOUND. LOCAL RESIDENTS 3-4 MILES FROM ACCIDENT SITE REPORTED CLOUDS, FOG, RAIN, SNOW AND HAIL OBSCURED THE MOUNTAINS ON THE AFTERNOON OF 12/12/84 ON THROUGH THE NIGHT. PLT'S SON STATED, PLT DID NOT LIKE TO CHECK WX OR FILE FLT PLANS AND WAS KNOWN TO FLY THROUGH CLOUDS TO REACH VMC.

Brief of Accident (Continued)

File No. - 2841

12/12/84

ROSAMOND, CA

A/C Reg. No. N49806

Time (Lc1) - 1729 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  3. WEATHER CONDITION - SNOW
  4. WEATHER CONDITION - RAIN
  5. WEATHER CONDITION - CLOUDS
  6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
  7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2897      12/13/84      PACOIMA,CA      A/C Reg. No. N737PZ      Time (Lcl) - 1700 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 -TAXI					

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

Make/Model - CESSNA 172N	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELETYPE	LAVERNE,CA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WHITEMAN
Wind Dir/Speed- 300/020 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3725/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1950
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 550
		Last 30 Days- UNK/NR
		Instrument- 420
		Last 90 Days- 34
		Multi-Eng - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED NORMALLY & TAXIED OFF THE RWY. THE ACFT ENCOUNTERED A GUST OF WIND & NOSED OVER. WINDS WERE REPORTED AS 300 DEG AT 20 KTS GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 2897

12/13/84

PACDIMA, CA

A/C Reg. No. N737PZ

Time (Lcl) - 1700 PST

-----  
Occurrence            NOSE OVER  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

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

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. - 2912      12/16/84      MAMMOTH LAKES,CA      A/C Reg. No. N601FP      Time (Lcl) - 1600 PST

-----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      -TAKEOFF

Fire      Crew      Pass  
NONE

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

Make/Model      - PIPER PA-60-601P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6000  
No. of Seats      - 6

Eng Make/Model - LYCOMING TIO-540-U2A  
Number Engines - 2  
Engine Type      - TURBOPROP  
Rated Power      - 290 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- 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  
MAMMOTH LAKES,CA  
Destination  
BURBANK,CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MAMMOTH LAKES  
Runway Ident      - 09  
Runway Lth/Wid      - 7000/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 61  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type      - TS60P

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

Total	- 7408	Last 24 Hrs	- UNK/NR
Make/Model-	533	Last 30 Days-	11
Instrument-	0	Last 90 Days-	46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOOKOFF FROM AN ARPT WHOSE RWYS HAD BEEN CLOSED FOR SNOW REMOVAL. A NOTAM HAD BEEN FILED WITH THE FRESNO FSS BY THE MAMMOTH LAKE ARPT MGR AT 0900 HRS FOR TAXI AND RWY SNOW REMOVAL. THE PLT WAS AWARE OF THE NOTAM BECAUSE THE MGR AND A LINEMAN BOTH SAID THEY ADVISED HIM OF IT. SEVERAL WITNESSES SAW THE PLT ENTER THE ACFT AFTER DECLINING ENG PRE-HEAT OR ACFT DE-ICING. WHEN ADVISED BY THE LINEMAN THAT THE 2 QTS OF OIL THAT THE PLT REQUESTED DID NOT "REGISTER ON THE DIP-STICK." THE PLT ORDERED ANOTHER QT TO BE "THROWN" IN & "HURRY UP." NO PRE-FLT OR WARM UP OR BEFORE TAKEOFF CHECK WAS NOTED BY OBSERVERS. TURNING IMMEDIATELY ONTO THE RWY AND ROLLING FOR TAKEOFF THE PLT PASSED A SNOW PLOW. THE ACFT USED 7000 FT (ALL OF THE RWY) AND LEFT THE GROUND IN A NOSE HIGH ATTITUDE. THE ARPT ELEVATION IS 7128 FT MSL. THE ACFT FIRST STRUCK A DIRT MOUND 3/4 OF A MILE AFTER TAKEOFF. AFTER MAINTAINING FURTHER FLT FOR APRX 280 FT WHICH CROSSED A SMALL RAVINE THE ACFT COLLIDED WITH THE FAR SIDE OF THE RAVINE & STARTED TO BREAK APART, STOPPING 144 FT FURTHER EAST.

Brief of Accident (Continued)

File No. - 2912

12/16/84

MAMMOTH LAKES, CA

A/C Reg. No. N601FP

Time (Lc1) - 1600 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. CHECKLIST - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. WING - ICE
6. ROTATION - DELAYED - PILOT IN COMMAND
7. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - NOT ENGAGED
8. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DISABLED
9. STALL/MUSH - NOT UNDERSTOOD - PILOT IN COMMAND

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

Finding(s)

10. NOTAMS - ISSUED - AIRPORT PERSONNEL
11. AIRPORT SNOW REMOVAL - NOT IDENTIFIED - PILOT IN COMMAND
12. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
13. NOTAMS - DISREGARDED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,9,11,12,13

Factor(s) relating to this accident is/are finding(s) 5,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2852

12/22/84

HOLLISTER, CA

A/C Reg. No. N7NH

Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - HARDY QUICKIE  
Landing Gear - UNK/NR  
Max Gross Wt - 540  
No. of Seats - UNK/NR

Eng Make/Model - ONAN UNKNOWN  
Number Engines - 1  
Engine Type - UNK/NR  
Rated Power - 22 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- UNK/NR  
Precipitation - UNK/NR  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HOLLISTER  
Runway Ident - 23  
Runway Lth/Wid - 4300/ 200  
Runway Surface - DIRT  
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 53

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 94	Last 24 Hrs	- UNK/NR
Make/Model-	6	Last 30 Days-	7
Instrument-	0	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS CONDUCTING A HIGH SPEED TAXI RUN ON A NEWLY BUILT ACFT WHEN IT BECAME AIRBORNE. HE CONTINUED THE TAKEOFF & FLEW THE ACFT FOR A SHORT PERIOD OF TIME, THEN PREPARED FOR A LANDING WITH PARTIAL POWER. WHILE ON FINAL & ABOUT 15 FT AGL, HE BELIEVED HE "HAD THE RWY MADE" & REDUCED POWER. HOWEVER, THE ACFT LANDED SHORT IN A MUDDY FIELD WHERE THE WHEELS DUG IN & THE PLANE NOSED OVER.



Brief of Accident (Continued)

File No. - 2852

12/22/84

HOLLISTER, CA

A/C Reg. No. N7NH

Time (Lc1) - 1330 PST

Occurrence #1      UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WET

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2879      12/22/84      LAKESIDE, CA

A/C Reg. No. N4673D

Time (Lcl) - 0945 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - WEED HOPPER SUPER NOVA II  
Landing Gear      - UNK/NR  
Max Gross Wt      - 510  
No. of Seats      - UNK/NR

Eng Make/Model      - ROTAX 503  
Number Engines      - 1  
Engine Type      - UNK/NR  
Rated Power      - 48 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
LAKESIDE, CA  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

VIGILANTE ULTRA AIR PARK  
Runway Ident      - 31  
Runway Lth/Wid      - 1200 -UNK/NR  
Runway Surface      - DIRT  
Runway Status      - DRY

Wind Dir/Speed- CALM  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - 10000 FT SCATTERED  
Lowest Ceiling      - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

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

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

Age      - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - C-152

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 161      Last 24 Hrs      - 0  
Make/Model-      24      Last 30 Days-      10  
Instrument-      3      Last 90 Days-      14

Instrument Rating(s)      - NONE

-----Narrative-----

THE ULTRALIGHT ACFT LOST POWER ON TAKEOFF & STALLED INTO THE GROUND. ACCORDING TO THE BUILDER/PLT THE CAPILLARY TYPE FUEL PUMP HAD FAILED TO FUNCTION PROPERLY ON THE TAKEOFF CLIMB CAUSING FUEL STARVATION. HE FAILED TO RECOVER FROM A NOSE HIGH ATTITUDE IN TIME TO PREVENT THE STALL.

Brief of Accident (Continued)

File No. - 2879

12/22/84

LAKESIDE,CA

A/C Reg. No. N4673D

Time (Lcl) - 0945 PST

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

Finding(s)

1. FLUID,FUEL - STARVATION
  2. FUEL SYSTEM,PUMP - FAILURE,PARTIAL
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND
  4.        AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT COMPONENT - MANUFACTURER
- 

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

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. - 2883      12/23/84      PALO ALTO, CA      A/C Reg. No. N272H      Time (Lcl) - 1427 PST

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

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

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

Make/Model - PITTS SPECIAL SST	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 - 900	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	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	Airport Data
Method - N/A	Destination LOCAL	PALO ALTO
Completeness - N/A	ATC/Airspace	Runway Ident - 30
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Wind Dir/Speed- 360/005 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 3.000 SM	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	Runway Status - DRY
Lowest Sky/Clouds - PART OBS		
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1581
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 123
		Instrument- 192
		Multi-Eng - 229
		Last 30 Days- UNK/NR
		Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING 3 PREVIOUS TOUCH & GO LANDINGS THE PLT NOTICED A SLIGHT TENDENCY FOR THE ACFT TO TURN RT DURING THE LANDING ROLL ROLL. HE DECIDED TO MAKE A FULL STOP LANDING. DURING THE LANDING THE PLT ALLOWED THE ACFT ROLL ONTO THE RUNWAY SHOULDER. HE SAID HE WAS UNAWARE THAT THE SHOULDER WAS SOFT & MARSHY FROM THE RECENT RAINS. THE RT MAIN GEAR SANK INTO THE MUD & ACFT NOSED-UP.

Brief of Accident (Continued)

File No. - 2883

12/23/84

PALO ALTO, CA

A/C Reg. No. N272H

Time (Lc1) - 1427 PST

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN

Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2894      12/25/84      TEMECULA, CA      A/C Reg. No. N5209A      Time (Lcl) - 1156 PST

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

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

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

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL O-470-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 240 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	AVALON, CA	RANCHO CALIFORNIA
Wind Dir/Speed- 130/001 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total - 2486
SE LAND, ME LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - BE-76	Make/Model- 10
		Last 30 Days- 50
		Instrument- 130
		Last 90 Days- UNK/NR
		Multi-Eng - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A TOTAL POWER LOSS OF THE RT ENG DURING TAKEOFF FROM RANCHO CALIF AIRPORT & CRASHED ABOUT ONE HALF MI NORTHWEST. THE PLT REPORTED THAT THE ACFT WOULD NOT CLIMB, NOR WOULD IT MAINTAIN ALTITUDE AT ABOUT 40 FT AGL. HE STATED THAT WHEN HE ATTEMPTED A RT TURN TO AVOID A BUILDING THE ACFT SPEED "PROBABLY" WENT BELOW VMC. EXAMINATION OF THE RT ENG FAILED TO REVEAL ANY FAILURE OF THE ROTATIONAL/MECHANICAL SYSTEM. OIL FROM AN UNKNOWN ORIGIN WAS FOUND IN THE CARBURETOR AIR SIDE. IN A PRESSURE CARBURETOR, ANY CONTAMINENTS COULD CAUSE AN IMMEDIATE POWER LOSS.

Brief of Accident (Continued)

File No. - 2894

12/25/84

TEMECULA,CA

A/C Reg. No. N5209A

Time (Lc1) - 1156 PST

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - CONTAMINATION

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)

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. - 2963

12/28/84

SAUSALITO, CA

A/C Reg. No. N51755

Time (Lc1) - 0900 PST

-----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 - DESCENT

Fire  
UNK/NR

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

Make/Model - ENSTROM F-28C  
Landing Gear - SKID  
Max Gross Wt - 1950  
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-E1AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 205 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 - IMC  
Wind Dir/Speed- CALM  
Visibility - UNK/NR  
Lowest Sky/Clouds -  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAUSALITO, CA  
Destination  
OAKLAND, CA

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  
HELICOPTER

Age - 51

Biennial Flight Review

Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 0	Last 24 Hrs - 0
Make/Model- 720	Last 30 Days- 0
Instrument- 0	Last 90 Days- 0
	Rotorcraft - 720

Instrument Rating(s) - NONE

-----Narrative-----

WX CONDS WERE SKY OBSCURED, VISIBILITY LESS THAN 1/16 OF A MILE IN FOG. PLT ARRIVED AT HELIPORT, WENT DIRECTLY TO ACFT AND STARTED ENGINE. ANOTHER HELIPORT PLT WENT TO ACFT AND ADVISED MISHAP PLT AGAINST DEPARTURE DUE TO LOW VISIBILITY. MISHAP PLT REPLIED HE THOUGHT "THE WEATHER WAS BETTER A LITTLE WAYS DOWN THE BAY." ACFT COLLIDED WITH WATER ABOUT 30 SECS AFTER LIFTOFF.



Brief of Accident (Continued)

File No. - 2963

12/28/84

SAUSALITO, CA

A/C Reg. No. N51755

Time (Lcl) - 0900 PST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - OBSCURATION
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2875      12/30/84      CALIFORNIA CITY, CA      A/C Reg. No. N2826G      Time (Lcl) - 1330 PST

-----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 - TAKEOFF		Other	0	0	0	1
			0	1	0	0

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TSIO-360-FB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CALIFORNIA CITY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NOVATO, CA	
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 647
SE LAND	Months Since - 18	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 271
		Instrument- 8
		Multi-Eng - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO LAND IN A CLEAR, FLAT, OPEN, DESERT AREA WHICH WAS USED BY CAMPERS TO RIDE MOTORCYCLES AND OFF-ROAD VEHICLES. ON THE DATE THAT THE PLT LANDED THERE, NUMEROUS CAMPSITES & OFF-ROAD VEHICLES WERE IN THE AREA. NEARLY 2 HRS AFTER THE LANDING, HE INITIATED A TAKEOFF ON A SOUTHERLY HEADING FROM AN OPEN AREA APRX 5000 FT LONG AND 500 FT WIDE. AS THE ACFT WAS ON THE TAKEOFF ROLL, A PERSON ON A MOTORCYCLE CAME ACROSS THE OPEN AREA ON A SOUTHEASTERLY HEADING. REPORTEDLY, THE MOTORCYCLIST WAS LOOKING TO THE SOUTH, AWAY FROM THE APPROACHING ACFT. ALSO, THE PLT & PASSENGER DID NOT SEE THE MOTORCYCLE UNTIL IT WAS TOO LATE TO AVOID A COLLISION. THE RIGHT WING OF THE ACFT CONTACTED THE MOTORCYCLIST WHICH RESULTED IN SERIOUS INJURY TO THE CYCLIST.

Brief of Accident (Continued)

File No. - 2875

12/30/84

CALIFORNIA CITY, CA

A/C Reg. No. N2826G

Time (Lcl) - 1330 PST

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Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. OBJECT - VEHICLE
  5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2810

8/12/84

LYONS, CO

A/C Reg. No. N7064G

Time (Lc1) - 1344 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 - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/005 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LONGMONT, CO  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 63  
Biennial Flight Review  
Current - YES  
Months Since - 24  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 14500	Last 24 Hrs - UNK/NR
Make/Model- 1134	Last 30 Days- 1
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT PLUNGED TO THE GROUND AFTER BEING SEEN DOING A SERIES OF STALL/SPIN MANEUVERS AT A LOW ALT. ONE WITNESS SAW THE FINAL MANEUVER AND AFTER SEEING THE ACFT DISAPPEAR BEHIND TREES HE WENT IN SEARCH OF IT AND FOUND IT ABOUT 100 YDS SOUTH OF THE POSITION HE HAD CALCULATED AS ITS ACCIDENT LOCATION. PHYSICAL EVIDENCE AT THE SCENE INDICATED THAT THE ACFT HAD "SPUN IN." NO MALFUNCTIONS OF THE ACFT WERE INDICATED BY THE EVIDENCE. EVIDENCE OF THE AUTOPSY REVEALED NO SIGN OF INCAPACITATION; HOWEVER THE EVIDENCE DID SHOW THAT THE PLT HAD CANCER OF AN ADVANCED NATURE. THE FAMILY OF THE PLT SAID THAT THE PLT HAD BEEN AWARE OF HIS CANCER FOR ABOUT ONE YEAR.

Brief of Accident (Continued)

File No. - 2810

8/12/84

LYONS,CO

A/C Reg. No. N7064G

Time (Lc1) - 1344 MDT

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

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4.        THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
  5. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
  6. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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

Finding(s)

7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  8. 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) 1,4,5,6,7,8

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. - 2959      9/17/84      ASPEN,CO      A/C Reg. No. N78680      Time (Lcl) - 1655 MDT

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

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

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

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-360-A1LD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ASPEN,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ALAMOSA,CO	Runway Ident - N/A
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4986
SE LAND	Months Since - 11	Make/Model- 39
	Aircraft Type - PA34200	Instrument- 298
		Multi-Eng - 2505
		Last 24 Hrs - UNK/NR
		Last 30 Days- 70
		Last 90 Days- 210

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF FROM A VALLEY AIRSTRIIP IN MOUNTAINOUS TERRAIN, PLT ELECTED TO CLIMB OUT STRAIGHT AHEAD TOWARD RISING TERRAIN INSTEAD OF CIRCLING TO GAIN ALTITUDE FIRST (NORMAL PROCEDURE). APPROACHING MOUNTAIN PASS, ACFT WAS OBSERVED CLIMBING BELOW LEVEL OF THE HIGHWAY. NO ATTEMPT TO REVERSE COURSE NOTED. ACFT MUSHED INTO TERRAIN. PLT CITED ADVERSE WINDS AT THE PASS. INVESTIGATION SHOWED DENSITY ALTITUDE WAS 14664 FT.

Brief of Accident (Continued)

File No. - 2959

9/17/84

ASPEN, CO

A/C Reg. No. N78680

Time (Lcl) - 1655 MDT

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
7. WEATHER CONDITION - UNFAVORABLE WIND
8. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
9. 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) 8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

\* File No. - 2958      12/07/84      DENVER, CO      A/C Reg. No. N942      Time (Lcl) - 1100 MST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage							
Name of Carrier	-REPUBLIC AIRLINES	NONE		Fatal	1	Serious	0	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	1	0	0	7	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	1	96		
Accident Occurred During	-CRUISE								

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

Make/Model	- MCDONNELL DOUGLAS DC-9-30	Eng Make/Model	- P & W JT8D-9	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 127000	Engine Type	- TURBOFAN		
No. of Seats	- 125	Rated Power	- 14500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LAS VEGAS, NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS, MN	Runway Ident - N/A
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 70.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 16000 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 24770
SE LAND, ME LAND	Months Since - 2	Make/Model - 4695
	Aircraft Type - DC-9-30	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 140
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE FROM LAS VEGAS, NV TO MINNEAPOLIS, MN AT FL330, THE ACFT HAD BEEN IN SMOOTH AIR FOR AT LEAST 30 MIN WHEN CLEAR AIR TURBULENCE (CAT) WAS ENCOUNTERED. THE FLT CREW TURNED ON THE "FASTEN SEAT BELT" SIGN. A FLT ATTENDANT, ATTEMPTING TO BUCKLE INTO A REAR CABIN FOLDING SEAT, WAS THROWN FROM THE SEAT & SUSTAINED A BACK INJURY. THE PLT MADE AN UNEVENTFUL NON-SCHEDULED LANDING AT DENVER, CO. THERE WAS NO FORECAST FOR CAT AT FL330, ALTHO "CHOP" HAD BEEN REPORTED AT LOWER ALTITUDES. LATER, THE AIRCREWS OF 2 OTHER ACFT REPORTED MOUNTAIN WAVE ACTIVITY & A 30 TO 60 KT LOSS OF AIRSPEED IN THAT VICINITY. THE NATIONAL WX SERVICE ISSUED AN ADVISORY, EFFECTIVE AT 1110 TO 1300 MST, TO ADVISE PLTS OF LOCALLY SEVERE TURBULENCE WITH MOUNTAIN WAVE ACTIVITY BETWEEN FL310 & FL450 DUE TO STRONG WESTERLY WINDS ALOFT



Brief of Accident (Continued)

File No. - 2958

12/07/84

DENVER, CO

A/C Reg. No. N942

Time (Lc1) - 1100 MST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. WEATHER CONDITION - TURBULENCE, CLEAR AIR
  3. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
  4. WEATHER CONDITION - MOUNTAIN WAVE
- 

----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2931

3/14/84

GROTON, CT

A/C Reg. No. N5022S

Time (Lcl) - 0300 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-28R-200  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 160/025 KTS  
Visibility - 1.250 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - 900 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
WASHINGTON, DC  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - 67

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED 2 WX BRIEFINGS PRIOR TO DEPARTING & BOTH CALLED FOR LOW CEILINGS. DURING ARRIVAL AT THE DESTINATION, THE PLT REQUESTED & WAS CLEARED FOR AN ILS APCH TO RWY 5. WHILE ON THE APCH, THE ACFT COLLIDED WITH A SMALL TREE & CRASHED. THE WRECKAGE CAME TO REST AT ABOUT 690 FT SOUTH OF THE THRESHOLD OF RWY 5 (RIGHT OF THE EXTENDED RWY CENTER-LINE). AN EXAM OF THE WRECKAGE REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION. THE 0145 EST WX WAS: SKY PARTIALLY OBSCURED, 900 FT OVERCAST, VISIBILITY 1-1/4 MI WITH RAIN & FOG, WIND 160 DEG AT 25 GUSTING 40 KTS. ACCORDING TO THE POLICE, THE WX REMAINED WINDY & RAINY UNTIL 0315 EST.

Brief of Accident (Continued)

File No. - 2931

3/14/84

GROTON, CT

A/C Reg. No. N5022S

Time (Lc1) - 0300 EST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - HIGH WIND
7. WEATHER CONDITION - CROSSWIND
8. WEATHER CONDITION - TAILWIND
9. WEATHER CONDITION - GUSTS

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

10. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
11. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
12. DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
13. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
14. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2967      11/10/84      WATERFORD,CT      A/C Reg. No. N3772M      Time (Lcl) - 1230 EST

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

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

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

Make/Model	- 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-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	FISHER ISLAND,NY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		WATERFORD	
Wind Dir/Speed	- 250/012 KTS			Runway Ident	- 18
Visibility	- 25.0 SM	ATC/Airspace		Runway Lth/Wid	- 1825/ 50
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
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)	
ATP,CFI	Current - YES	Total - 3934	Last 24 Hrs - 5
SE LAND,ME LAND,SE SEA	Months Since - 7	Make/Model- 3487	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 375	Last 90 Days- 114
		Multi-Eng - 165	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N3772M (ACFT "A") WAS ON LNDG ROLL ON RUNWAY 15 WHEN N19091 (ACFT "B") INITIATED TAXI ACROSS THE RUNWAY. ACFT "A" SWERVED TO AVOID COLLISION BUT INADEQUATE CLRNC WAS AVAILABLE. RIGHT WING OF ACFT "A" COLLIDED WITH LEFT WING ON ACFT "B". PLT OF ACFT "B" STATED THAT AS HE APPROACHED THE INTERSECTION OF THE TAXIWAY AND RUNWAY, HE OBSERVED THE WIND INDICATOR FAVORING RUNWAY 33 AND LOOKED FOR TRAFFIC LNDG TO THE NORTH. HE DID NOT CHECK FOR POSSIBLE TRAFFIC LNDG SOUTH BEFORE STARTING ACROSS THE RUNWAY.

Brief of Accident (Continued)

File No. - 2967

11/10/84

WATERFORD,CT

A/C Reg. No. N3772M

Time (Lc1) - 1230 EST

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

Finding(s)

1. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
  2. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
  3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  4. OBJECT - AIRCRAFT MOVING ON GROUND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2967      11/10/84      WATERFORD, CT      A/C Reg. No. N19091      Time (Lcl) - 1230 EST

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

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

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

Make/Model	- BEECH B95	Eng Make/Model	- LYCOMING IO-360-B1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	WATERFORD	
Wind Dir/Speed	- 330/010 KTS	Runway Ident	- 18
Visibility	- 15.0 SM	Runway Lth/Wid	- 1825/ 50
Lowest Sky/Clouds	- 2000 FT SCATTERED	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 - 64	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 4700	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 23	Make/Model - 42	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 200	Last 90 Days - 40
		Multi-Eng - 1200	

Instrument Rating(s) - NONE

-----Narrative-----

N3772M (ACFT "A") WAS ON LNDG ROLL ON RUNWAY 15 WHEN N19091 (ACFT "B") INITIATED TAXI ACROSS THE RUNWAY. ACFT "A" SWERVED TO AVOID COLLISION BUT INADEQUATE CLRNC WAS AVAILABLE. RIGHT WING OF ACFT "A" COLLIDED WITH LEFT WING OF ACFT "B". PLT OF ACFT "B" STATED THAT AS HE APPROACHED THE INTERSECTION OF THE TAXIWAY AND RUNWAY, HE OBSERVED THE WIND INDICATOR FAVORING RUNWAY 33 AND LOOKED FOR TRAFFIC LNDG TO THE NORTH. HE DID NOT CHECK FOR POSSIBLE TRAFFIC LNDG SOUTH BEFORE STARTING ACROSS THE RUNWAY.

Brief of Accident (Continued)

File No. - 2967

11/10/84

WATERFORD,CT

A/C Reg. No. N19091

Time (Lcl) - 1230 EST

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

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2.     IMPROPER USE OF FACILITY, INATTENTIVE - PILOT IN COMMAND
3. OBJECT - AIRCRAFT MOVING ON GROUND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2904      9/03/84      EAGLE CREST, DE      A/C Reg. No. N62AC      Time (Lcl) - 0130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

Make/Model - BEECHCRAFT A23-24  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-A2B  
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- 225/005 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 3500 FT

Lowest Ceiling - 3500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

PHILADELPHIA, DE

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

EAGLE CREST

Runway Ident - 14

Runway Lth/Wid - 3500/ 50

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)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 54

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9112

Make/Model- 4

Instrument- 337

Multi-Eng - 2361

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE PLT USED POWER TO CONTINUE TAXIING TO THE END OF THE WET GRASS RWY: STOPPING DISTANCE WAS MISJUDGED WHEN BRAKING BEGAN AND THE ACFT OVERRAN THE RWY COLLIDING WITH A SMALL DITCH. ONE MAIN GEAR AND THE NOSE GEAR COLLAPSED.



Brief of Accident (Continued)

File No. - 2904

9/03/84

EAGLE CREST, DE

A/C Reg. No. N62AC

Time (Lcl) - 0130 EDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DITCH

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

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

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2850      11/20/84      WOODSIDE, DE      A/C Reg. No. N8957X      Time (Lcl) - 1450 EST

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

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

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

Make/Model - CESSNA 182D	Eng Make/Model - CONTINENTAL O-470L	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 - 4	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	ONANCOCK, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MIDDLETOWN, DE	Runway Ident - N/A
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 22	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 2000
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE REFUELED THE ACFT ON 11/12/84 & FILLED THE TANKS. TACH TIME WAS 1766.95. ON 11/20/84, WHEN HE TOOK OFF, HE ESTIMATED 51 GALS OF FUEL WAS ON BOARD. HE FLEW TO ANOTHER LOCATION & LANDED, THEN WAS AWAY FROM HIS ACFT ABOUT 1 HR. WHEN HE RETURNED, HE TOOK OFF AGAIN. DURING THE FLT, THE ENG LOST POWER FROM FUEL EXHAUSTION. A LANDING WAS MADE IN A RECENTLY SEEDED GRAIN FIELD. WHILE ROLLING ON THE SOFT TERRAIN, THE ACFT NOSED OVER. TACH TIME AFTER THE ACCIDENT WAS 1768.93. THE PLT SAID THAT 30 TO 35 GAL OF FUEL WAS UNACCOUNTED FOR. NO PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 2850

11/20/84

WOODSIDE, DE

A/C Reg. No. N8957X

Time (Lc1) - 1450 EST

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2901      9/18/84      BOCA RATON, FL      A/C Reg. No. N143D      Time (Lcl) - 0845 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage	Injuries			
Name of Carrier	-ACADEMY AIRLINES, INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- DOUGLAS DC3	Eng Make/Model	- P&W 1830	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 26900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 1200 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	HUNTSVILLE, AL		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	BOCA RATON, FL	BOCA RATON FL	
Wind Dir/Speed	- 100/010 KTS		Runway Ident	- N/A
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 2200 FT SCATTERED	Type of Flight Plan	Runway Surface	- DIRT
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	HIGH VEGETATION	
Precipitation	- NONE		FORCED LANDING	
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 - 4000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 6	Make/Model - 650	Last 30 Days - UNK/NR
	Aircraft Type - DC3	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOUR HOURS AND FORTY MINS AFTER TAKEOFF APRX 6 MILES FROM THE DEST APRT, BOTH ENGS STOPPED RUNNING. ATTEMPTS TO RESTART THE ENGS WERE UNSUCCESSFUL. THINKING THEY WERE OUT OF FUEL, THE CREW ACCOMPLISHED A FORCED LANDING IN A WILDLIFE REFUGE IN 10 FT TALL SAWGRASS. AS THE ACFT DECELERATED THE LEFT ENG STRUCK A SUBMERGED STUMP SEPARATING THE ENG FROM THE WING. PRIOR TO DEPARTURE ALL THREE FUEL TANKS, 200 GAL CAPACITY EACH, WERE FILLED. UPON RECOVERY THE RIGHT MAIN AND AUX TANK WERE EMPTY BUT 150 GALS REMAINED IN THE LEFT TANK. INVESTIGATION REVEALED NO MECHANICAL MALFUNCTIONS IN THE ACFT FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 2901

9/18/84

BOCA RATON, FL

A/C Reg. No. N143D

Time (Lc1) - 0845 EDT

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
  5. OBJECT - SUBMERGED OBJECT
  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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2945      10/09/84      ORLANDO, FL      A/C Reg. No. N9918A      Time (Lc1) - 2025 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 - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point SAVANNAH, GA	Airport Data
Method - UNK/NR	Destination TAMPA, FL	ORLANDO EXECUTIVE
Completeness - UNK/NR	ATC/Airspace	Runway Ident - 07
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 5998/ 150
Wind Dir/Speed- 030/006 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 10.0 SM	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 45	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 660
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 201
		Instrument- 18
		Multi-Eng - 417
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

PLT NOTED DECREASING OIL PRESS ON RIGHT ENGINE & DIVERTED TO SUITABLE ARPT FOR PRECAUTIONARY LNDG. PLT RECEIVED NIGHT VECTOR TO RUNWAY, ARRIVED HIGH FOR FINAL APPROACH AND RECEIVED TOWER CLRNC FOR DESCENDING 360 DEGREE TURN TO LOSE ALT. DURING TURN, RIGHT ENG OIL PRESS WENT TO ZERO, ENGINE STOPPED. PLT FEATHERED PROP AND CONTINUED APPROACH. PLT SITED PREOCCUPATION WITH APPROACH AND SINGLE ENGINE OPERATION AS CAUSE FOR NEGLECTING TO LOWER LANDING GEAR. INSPECTION REVEALED OIL SUMP PLUG MISSING FORM RIGHT ENG REAR CASE ACCESSORY SECTION AND RESULTANT FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 2945

10/09/84

ORLANDO, FL

A/C Reg. No. N9918A

Time (Lc1) - 2025 EDT

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

Finding(s)

1. LUBRICATING SYSTEM - PRESSURE TOO LOW
2. PRECAUTIONARY LANDING - SELECTED - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

4. LUBRICATING SYSTEM, OIL SEAL - OTHER
5. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
6. FLUID, OIL - EXHAUSTION

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2946      11/18/84      FREEPORT, FL      A/C Reg. No. N4316P      Time (Lcl) - 1740 CST

-----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	ON GROUND	Pass	1	Serious	Minor	None
Accident Occurred During -DESCENT			2	0	0	0

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

Make/Model - PIPER PA-32R-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ORLANDO, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PENSACOLA, FL	
Wind Dir/Speed- 200/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1000
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-----

PREFLT WX BRIEF INCLUDED ADVISORY FOR SCATTERED SHOWERS/THUNDERSTORMS ALONG ROUTE OF FLT. DEPARTED IN VFR CONDITIONS BUT ENCOUNTERED DETERIORATING WX ENROUTE, RECEIVED INFLT WX ADVISORY TO EXPECT LOW CLNGS AND REDUCED VISIBILITY AHEAD. PLT STATED HE "WOULD KEEP AN EYE ON THE WEATHER. "ABOUT 50 MINS LATER, PLT REQUESTED RADAR VECTORS TO ASSIST IN CIRCUMNAVIGATING RAIN SHOWERS. VECOTR GIVEN BUT ACFT TGT OBSERVED NOT FOLLOWING VECTOR. PLT NEXT REQUESTED A HEADING TO "GET HIM OUT OF WEATHER." STATING HE WAS IN RAIN AND "HAVING A HARD TIME." TGT DISAPPEARED FROM RADAR SHORTLY THEREAFTER. INVESTIGATION REVEALED ACFT IMPACTED IN HEAVILY WOODED AREA IN NEAR-VERTICAL ATTITUDE AT HIGH RATE OF SPEED. WITNESSES HEARD SOUNDS OF HIGH ENGINE POWER PRIOR TO IMPACT; CITED WX CONDS AS DRIVING RAIN, GUSTY WINDS AND REDUCED VISIBILITY IN RAIN AND OVERCAST-INDUCED DARKNESS.



Brief of Accident (Continued)

File No. - 2946

11/18/84

FREEPORT, FL

A/C Reg. No. N4316P

Time (Lc1) - 1740 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
- 

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

Finding(s)

3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
  6. WEATHER CONDITION - LOW CEILING
  7. WEATHER CONDITION - RAIN
  8. WEATHER CONDITION - TURBULENCE
- 

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2930      11/21/84      JACKSONVILLE,FL      A/C Reg. No. N44WV      Time (Lcl) - 1600 EST

-----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	- ROCKWELL INTERNATIONAL 690A	Eng Make/Model	- GARRET RESECH TPE3315251K	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 900	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 717 HP		

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

Weather Data

Wx Briefing            - NO RECORD OF BRIEFING  
Method                - N/A  
Completeness        - N/A  
Basic Weather        - IMC  
Wind Dir/Speed-    350/011 KTS  
Visibility            - 1.500 SM  
Lowest Sky/Clouds    -  
Lowest Ceiling        - 400 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation        - DRIZZLE  
Condition of Light    - DAYLIGHT

Itinerary

Last Departure Point  
SAVANNAH,GA  
Destination  
JACKSONVILLE,FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CRAIG FIELD  
Runway Ident        - 31  
Runway Lth/Wid      - 4007/ 100  
Runway Surface      - ASPHALT  
Runway Status        - WET

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

Pilot-In-Command

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total                - 3425      Last 24 Hrs - 2  
Make/Model-        175      Last 30 Days- UNK/NR  
Instrument-         57      Last 90 Days- 91  
Multi-Eng - 2867

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CLIMBING THROUGH 10,000 FT THE PLT NOTICED A RED GEAR LIGHT AND DROPPING HYD PRESSURE. PRIOR TO THE PRECAUTIONARY LANDING, ACCORDING TO THE PLT, THE GEAR WERE EXTENDED AND INDICATED DOWN AND LOCKED. WHEN REVERSE THRUST WAS APPLIED THE LEFT MAIN GEAR COLLAPSED. EXAM REVEALED A LEAKING LEFT HYD PUMP SHAFT SEAL WHICH RESULTED IN THE OVERBOARD VENTING OF HYD FLUID. THE LEFT MAIN GEAR ACTUATOR CLEVIS WAS BROKEN. METALLURGICAL EXAM INDICATED THAT IT FAILED UNDER OVERLOAD STRESS. OTHER THAN THE LEAKING SEAL NO HYD MECHANICAL MALFUNCTIONS WERE DISCOVERED.

Brief of Accident (Continued)

File No. - 2930

11/21/84

JACKSONVILLE,FL

A/C Reg. No. N44WV

Time (Lc1) - 1600 EST

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

Finding(s)

1. HYDRAULIC SYSTEM,SEAL - LEAK
  2. FLUID,HYDRAULIC - LEAK
  3. HYDRAULIC SYSTEM - FAILURE,TOTAL
  4.    PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

5. LANDING GEAR,GEAR LOCKING MECHANISM - FAILURE,TOTAL
  6.    UNDETERMINED
  7. LANDING GEAR,MAIN GEAR - UNDETERMINED
  8.    UNDETERMINED
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2922

11/23/84

CLERMONT, FL

A/C Reg. No. N6658B

Time (Lcl) - 1158 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

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

Make/Model - CESSNA 210  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 320/012 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - BROKEN  
Obstructions to Vision- FOG  
Precipitation - DRIZZLE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ORLANDO, FL  
Destination  
NASHVILLE, TN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND, SE SEA

Age - 56

Biennial Flight Review

Current - YES  
Months Since - 21  
Aircraft Type - 210

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 3100	Last 24 Hrs -	UNK/NR
Make/Model-	800	Last 30 Days-	15
Instrument-	497	Last 90 Days-	50
Multi-Eng -	386		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DESPITE 5 PRE-FLT WX BRIEFINGS FROM THE LOCAL FSS, WARNINGS FROM A PLT WHO HAD JUST LANDED IN A CORPORATE JET, AND QUESTIONING FROM THE ATCT REGARDING THE PLT'S KNOWLEDGE OF EXISTING CONDITIONS. THE PLT DEPARTED AT 1138 EST. THE ACFT IMPACTED INVERTED AND THE WRECKAGE WAS CONSUMED BY POST-CRASH FIRE. THE RIGHT WING SEPARATED FROM THE FUSELAGE ABOUT 3 FT OUT FROM THE ROOT AND WAS FOUND APPX 3/4 MI FROM THE MAIN WRECKAGE. ABOUT 100 FT FROM THE PRIMARY IMPACT POINT THE EMPENNAGE WAS FOUND WITH THE FLT CONTROL SURFACES MISSING. INVESTIGATION REVEALED NO EVIDENCE OF PRE-EXISTING CRACKS OR FATIGUE. THE PLT WAS A DESIGNATED FAA AVIATION MEDICAL EXAMINER. HIS WX BRIEFINGS FORECAST LOW CEILINGS, RAIN, FOG, AND OCCASIONAL SEVERE TURBULENCE BELOW 8,000 FT. CLIMBING TO 6,000 FT THE ACFT REACHED 5,600 FT BEFORE GOING INTO A VERY RAPID DESCENT.

Brief of Accident (Continued)

File No. - 2922

11/23/84

CLERMONT, FL

A/C Reg. No. N6658B

Time (Lcl) - 1158 EST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
4.        IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. WEATHER CONDITION - SNOW

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

Finding(s)

6. WING, SPAR - OVERLOAD
7. WING - SEPARATION
8.        DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

Finding(s)

10. TERRAIN CONDITION - GROUND

Occurrence #5            FIRE  
Phase of Operation      OTHER

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2919      12/10/84      CARRABELLE, FL      A/C Reg. No. N4556D      Time (Lcl) - 1120 EST

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - SIKORSKY UH34J  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 13000  
No. of Seats      - 14

Eng Make/Model      - CURTIS WRIGHT 1820-84  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 1475 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 210/008 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 4500 FT SCATTERED  
Lowest Ceiling      - 10000 FT OVERCAST  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CARRABELLE, FL  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age      - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

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

Total	- 17445	Last 24 Hrs	- UNK/NR
Make/Model	- 125	Last 30 Days	- UNK/NR
Instrument	- 160	Last 90 Days	- 135
Multi-Eng	- 800	Rotorcraft	- 3625

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT WAS CONDUCTING EXTERNAL LOAD LOGGING OPERATIONS IN A HOVER AT APRX 175 FT AGL WHEN THE POWER LOSS OCCURRED. ACCORDING TO THE PLT, THE ENG RAN INTERMITTENTLY WITH BLACK SMOKE COMING OUT OF THE EXHAUST PIPE BEFORE THE ENG FAILED TOTALLY. THE AUTOROTATION LANDING WAS MADE INTO A CREEK IN 5-6 FT DEEP WATER. THE MAIN ROTOR BLADES WERE DESTROYED AND THE TAIL BOOM WAS CHOPPED OFF.

Brief of Accident (Continued)

File No. - 2919

12/10/84

CARRABELLE, FL

A/C Reg. No. N4556D

Time (Lcl) - 1120 EST

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
-----

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

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2929      12/10/84      MARATHON,FL      A/C Reg. No. N101V      Time (Lcl) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

4

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

Make/Model      - BEECHCRAFT 65  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7700  
No. of Seats      - 9

Eng Make/Model      - LYCOMING IGSO-480A1B6  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 340 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
MARATHON,FL  
Destination  
TAMPA,FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MARATHON  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - WATER  
Runway Status      - WATER - CHOPPY

Wind Dir/Speed- 360/013 KTS  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

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

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

Age      - 50  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - 727

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 10397      Last 24 Hrs      - 16  
Make/Model- 144      Last 30 Days- UNK/NR  
Instrument- 8049      Last 90 Days- 1047  
Multi-Eng      - 46853

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, APRX 20 MIN AFTER DEPARTURE AT 4,000 TO 5,000 FT THE LEFT ENG FAILED FOLLOWED 10 MIN LATER BY A POWER LOSS IN THE RIGHT ENG. DURING THE DESC THE RIGHT ENG RESTARTED MOMENTARILY BUT ONLY RAN FOR ABOUT 1 MIN. THE PLT DITCHED NEAR A SAILBOAT WHOSE OCCUPANTS RESCUED THE PLT AND PAX. THE ACFT SUNK IN ABOUT 8 FT OF WATER. WHEN RECOVERED INVESTIGATORS FOUND THAT THE LEFT PROP WAS NOT FEATHERED. THE RIGHT PROP WAS SEPARATED FROM THE ENG AT THE FRONT GEAR CASE. IN THE SEPARATION SEQUENCE THE PROP PUNCTURED HOLES IN THE WING OUTBOARD OF THE RIGHT ENG NACELLE. FUEL SAMPLES TAKEN FROM TRUCKS AT THE DEP ARPT WERE SATISFACTORY



Brief of Accident (Continued)

File No. - 2929

12/10/84

MARATHON, FL

A/C Reg. No. N101V

Time (Lc1) - 1230 EST

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
  2.    UNDETERMINED
  3. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2921      12/14/84      JACKSONVILLE, FL      A/C Reg. No. N8678Y      Time (Lcl) - 1141 EST

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

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

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

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-C1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
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	SAVANNAH, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DAYTONA BEACH, FL	JACKSONVILLE INT'L
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT OBSCURED	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 72	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2140
SE LAND	Months Since - 6	Make/Model- 21402
	Aircraft Type - UNK/NR	Instrument- 705
		Multi-Eng - 10223
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ELECTRICAL MALFUNCTIONS CAUSED THE LOSS OF AIR TO GROUND COMMUNICATIONS AND ACFT NAVIGATIONAL EQUIPMENT. THE PLT BECAME LOST ABOUT 70 MI EAST OF JACKSONVILLE, FL. WITH THE HELP OF ANOTHER ACFT THE PLT LOCATED THE ARPT AND RADIO COMMUNICATIONS WERE TEMPORARILY RE-ESTABLISHED. A SECOND ACFT WAS USED TO LEAD THE FLT TO THE CORRECT RWY. AS THE LANDING GEAR WERE EXTENDED, ACCORDING TO THE PLT, ELECTRICAL POWER WAS TOTALLY LOST. ON TOUCHDOWN ALL 3 LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2921

12/14/84

JACKSONVILLE, FL

A/C Reg. No. N8678Y

Time (Lcl) - 1141 EST

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

Finding(s)

1. ELECTRICAL SYSTEM - LOSS, PARTIAL
2. UNDETERMINED
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. AIR/GROUND COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
5. REMEDIAL ACTION - PERFORMED - PILOT OF OTHER AIRCRAFT

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

Finding(s)

6. ELECTRICAL SYSTEM - FAILURE, TOTAL
7. UNDETERMINED
8. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - NOT ENGAGED
9. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
11. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2917      12/21/84      HOLLYWOOD, FL      A/C Reg. No. N22061      Time (Lcl) - 0932 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Wind Dir/Speed- 130/011 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 2500 FT SCATTERED  
Lowest Ceiling      - 10000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HOLLYWOOD, FL  
Destination  
MARCO ISLAND, FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

NORTH PERRY  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 19  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1937  
Last 24 Hrs - UNK/NR  
Make/Model- 402  
Last 30 Days- 75  
Instrument- 107  
Last 90 Days- 171

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST PWER AT APRX 400 FT AGL IN A LEFT CLIMBING TURN AFTER TAKEOFF FROM RWY 09L. THE PLT CONTINUED THE LEFT TURN IN AN EFFORT TO LAND ON RWY 18L. EASTERLY WINDS CAUSED THE ACFT TO OVERSHOOT AND LAND ON GRASS ON THE WEST SIDE OF THE ARPT. DURING THE FORCED LANDING ROLLOUT THE ACFT COLLIDED WITH AN ARPT BOUNDARY FENCE. ENG EXAM REVEALED A STUCK #2 CYLINDER EXHAUST VALVE WITH DAMAGE TO THE CORRESPONDING PUSH ROD AND TAPPET.

Brief of Accident (Continued)

File No. - 2917

12/21/84

HOLLYWOOD, FL

A/C Reg. No. N22061

Time (Lc1) - 0932 EST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - LOCKED
  2. ENGINE ASSEMBLY, PUSH ROD - BENT
  3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

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. - 2840      12/23/84      DELAND, FL

A/C Reg. No. N3707N

Time (Lcl) - 1340 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0  
Other      0

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

Make/Model      - BEECHCRAFT 58P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5400  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-520-WB  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 375 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/005 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds - 30000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DELAND, FL  
Destination  
WINTER HAVEN, FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DELAND MUNICIPAL  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND, ME LAND, SE SEA

Age - 61

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2300	Last 24 Hrs	- UNK/NR
Make/Model-	215	Last 30 Days-	UNK/NR
Instrument-	50	Last 90 Days-	UNK/NR
Multi-Eng	- 1200		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N41Q WAS TAXIING TO THE RAMP AFTER LANDING. AS N41Q TAXIED BEHIND N3707N, WHO WAS STARTING THE RT ENGINE, PROPWASH CAUSED PLT OF N41Q TO LOSE DIRECTIONAL CONTROL OF THE ACFT. PROP OF N41Q CONTACTED THE LEFT ELEVATOR OF N3707N.

Brief of Accident (Continued)

File No. - 2840

12/23/84

DELAND, FL

A/C Reg. No. N3707N

Time (Lc1) - 1340 EST

---

Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2840      12/23/84      DELAND, FL      A/C Reg. No. N41Q      Time (Lcl) - 1340 EST

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

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

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

Make/Model - DOUGLAS SWANNINGSON QUICKIE	Eng Make/Model - ONAN UNKNOWN	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 18 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	DELAND MUNICIPAL
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 30000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 529
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 529
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 30
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N41Q WAS TAXIING TO THE RAMP AFTER LANDING. AS N41Q TAXIED BEHIND N3707N, WHO WAS STARTING THE RT ENGINE, PROPWASH CAUSED PLT OF N41Q TO LOSE DIRECTIONAL CONTROL OF THE ACFT. PROP OF N41Q CONTACTED THE LEFT ELEVATOR OF N3707N.



Brief of Accident (Continued)

File No. - 2840

12/23/84

DELAND, FL

A/C Reg. No. N41Q

Time (Lcl) - 1340 EST

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

Finding(s)

1. JUDGEMENT - IMPROPER - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING,

Finding(s)

3. OBJECT - AIRCRAFT PARKED
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2923      12/27/84      HOMESTEAD, FL      A/C Reg. No. N8920C      Time (Lcl) - 0200 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

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

DESTROYED  
Fire      Crew  
NONE      Pass

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

Make/Model      - PIPER PA-32R-300  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-540-A1G5D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 090/007 KTS  
Visibility      - 8.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP,CFI  
SE LAND,ME LAND

Age - 33  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3000  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING NORTHERLY AT A LOW ALTITUDE DURING A DARK NIGHT, THE ACFT STRUCK A ROW OF TREES APPX 50 FT TALL ABOUT 8 FT FROM THE TOPS, IT THEN HIT A LARGE TREE AT ABOUT 6 FT AGL, 670 FT FROM THE INITIAL IMPACT POINT, & CAME TO REST IN A DIRT ROAD. AN EXAM OF THE WRECKAGE REVEALED NO MECHANICAL MALFUNCTION. THE PASSENGER HAD A BLOOD/ALCOHOL LEVEL OF 0.215%. AN ALCOHOL TEST OF THE PLT'S BLOOD WAS NEGATIVE. NO ONE CLAIMED THE WRECKAGE & NO ID WAS FOUND ON THE OCCUPANTS.

Brief of Accident (Continued)

File No. - 2923

12/27/84

HOMESTEAD, FL

A/C Reg. No. N8920C

Time (Lc1) - 0200 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED -
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2812      12/27/84      PUNTA GORDA, FL      A/C Reg. No. N24GL      Time (Lcl) - 0925 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - LOUNSBERY TAYLOR/COOT-A	Eng Make/Model - LYCOMING IO-360-CIC	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PUNTA GORDA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 560
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED HARD, ACCORDING TO WITNESSES, AFTER COMPLETION OF THE FIRST TAKEOFF AND FLT AROUND THE TRAFFIC PATTERN. THE PLT SHUT OFF THE ENG, EXITED THE ACFT & INSPECTED FOR DAMAGE. HE THEN RESTARTED THE ENG AND TOOK OFF AGAIN. THE PLT STATED AFTER THE ACCIDENT THAT THE ACFT HAD LIMITED AILERON CONTROL DURING THIS 2ND FLT. UPON LOOKING THE ACFT OVER FROM THE COCKPIT DURING FLT, THE PLT SAID HE NOTICED THE ANTI-GROUND LOOP RODS WERE BENT AFT WHICH LIMITED THE AILERON TRAVEL SPACE. THE PLT FURTHER STATED THAT HE MANAGED TO FLY THE PATTERN BUT UPON REACHING THE BASE LEG, THE CANOPY CAME OPEN. WHILE THE PLT ATTEMPTED TO CLOSE THE CANOPY, THE ACFT STALLED, SPUN & IMPACTED TREES/GROUND. NO FUEL WAS FOUND IN THE WRECKAGE AFTER THE ACCIDENT, HOWEVER, A LARGE RUPTURE WAS NOTED IN THE FUSELAGE FUEL TANK. THE LEFT WING CONTAINED A 3/8" METAL ROD PROTRUDING DOWNWARD THAT WAS BENT AFT AND WHICH SHOWED EVIDENCE OF HAVING SCRAPPED AN ASPHALT SURFACE.

Brief of Accident (Continued)

File No. - 2812

12/27/84

PUNTA GORDA, FL

A/C Reg. No. N24GL

Time (Lc1) - 0925 EST

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

5. FLIGHT CONTROL, AILERON - MOVEMENT RESTRICTED
6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OPEN
7.      IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

10. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2805      12/29/84      ORLANDO, FL      A/C Reg. No. N1229S      Time (Lcl) - 1450 EST

-----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	0

-----Aircraft Information-----

Make/Model	- SCHWEIZER 2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- N/A	Stall Warning System	- NO	
Max Gross Wt	- 1040	Engine Type	- N/A			
No. of Seats	- 2	Rated Power	- N/A			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	ORLANDO, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		ORLANDO WEST	
Wind Dir/Speed	- 130/009 KTS	ATC/Airspace		Runway Ident	- 18
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2430/ 150
Lowest Sky/Clouds	- 3000 FT THIN OVC	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 10	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 10	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FLARED FOR LANDING ABOUT 1/2 WAY DOWN THE RWY AT EXCESSIVE AIRSPEED. THE PLT STATED THAT AS THE ACFT TOUCHED DOWN, IT BOUNCED INTO THE AIR AND IMPACTED TREES AT 10-15 FT AGL. THE SPOILERS WERE FOUND IN A RETRACTED POSITION AFTER THE ACCIDENT. THIS WAS A SUPERVISED SOLO TRAINING FLT. THE STUDENT PLT HAD LOGGED LESS THAN AN HOUR OF PIC FLT TIME. THE PLT LATER WROTE A REPORT IN WHICH HE STATED THAT "I HAD REVERSED THE SPOILER CONTROLS IN MY MIND. WHEN I THOUGHT I HAD THEN FULL OPEN, THEY WERE ACTUALLY CLOSED."

Brief of Accident (Continued)

File No. - 2805

12/29/84

ORLANDO, FL

A/C Reg. No. N1229S

Time (Lcl) - 1450 EST

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  4. SPOILER EXTENSION - NOT SELECTED - PILOT IN COMMAND
- 

Occurrence #2            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - MISJUDGED - PILOT IN COMMAND
  6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2809      8/08/84      KENNESAW, GA      A/C Reg. No. N98457      Time (Lc1) - 0732 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
3	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
ON GROUND

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 421C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6800  
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 375 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- 330/005 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 400 FT  
Lowest Ceiling - 400 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KENNESAW, GA  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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 - 43  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - C-421

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 869  
Make/Model- 11  
Instrument- UNK/NR  
Multi-Eng - 355  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT ENTERED CLOUDS AT LOW ALT DURING THE INITIAL CLIMB AFTER TAKEOFF. THEY REPORTED THAT THE ACFT THEN TURNED SHARPLY BACK TOWARD THE ARPT & DESCENDED BELOW THE CLOUDS. IT ROLLED OUT IN THE DIRECTION OF THE CRASH SITE WITH THE WINGS ROCKING. ONE WITNESS SAID THE ACFT "TURNED OVER 2 OR 3 TIMES" BEFORE IT CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT.



Brief of Accident (Continued)

File No. - 2809

8/08/84

KENNESAW,GA

A/C Reg. No. N98457

Time (Lcl) - 0732 EDT

-----  
Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. MANEUVER - INITIATED - PILOT IN COMMAND
  6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  7. STALL/SPIN - UNCONTROLLED - 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) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2926

10/11/84

CUMMING,GA

A/C Reg. No. N1415Q

Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 150L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - 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- 070/010 KTS  
Visibility - 11.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CUMMING,GA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - GO AROUND

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MATHIS  
Runway Ident - 21  
Runway Lth/Wid - 1550/ 20  
Runway Surface - N/A  
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 38

Biennial Flight Review  
Current - YES  
Months Since - 0  
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	250
Make/Model-	178
Instrument-	41
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE ARPT MANAGER OBSERVED THE ACFT START A GO-AROUND ABOUT 2 FT ABOVE THE RWY WITH FULL WING FLAPS EXTENDED. FLAPS REMAINED FULL DOWN AS THE ACFT ATTEMPTED TO CLIMB BEFORE COLLIDING WITH TREES APRX 1/4 MI FROM THE ARPT. ACCORDING TO THE PLT, THE GO-AROUND WAS INITIATED WITH POWER AND THE APPLICATION OF CARBURETOR HEAT WHEN THE ENG LOST POWER. A SUCCESSFUL ENG TEST RUN WAS PERFORMED BY INVESTIGATORS. GO-AROUND PROCEDURES RECOMMENDED BY THE MANUFACTURER INCLUDE CARBURETOR HEAT COLD AND FLAPS RETRACTED TO 20 DEG. IN THE WEEK BEFORE THE ACCIDENT THE PLT RESUMED FLYING AFTER AN APRX 4 YEAR LACK OF FLT ACTIVITY.

Brief of Accident (Continued)

File No. - 2926

10/11/84

CUMMING,GA

A/C Reg. No. N1415Q

Time (Lc1) - 1630 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
6. TERRAIN CONDITION - TREE(S)
7. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2885      11/26/84      CHAMBLEE,GA      A/C Reg. No. N2756F      Time (Lcl) - 1610 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----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 - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/008 KTS  
Visibility - 11.0 SM

Lowest Sky/Clouds - 800 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 - SIMULATED FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

DEKALB-PEACHTREE

Runway Ident - 21

Runway Lth/Wid - 3378/ 150

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 30

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7892

Make/Model- 5686

Instrument- 1623

Multi-Eng - 1859

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 198

Rotorcraft - 5686

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT HE WAS CONDUCTING "SELF REFRESHER AUTOROTATION" PRACTICE WITH A STUDENT PLT IN THE FRONT LEFT SEAT TO OBSERVE. HE STATED THAT SEVERAL AUTOROTATIONS WERE COMPLETED WITHOUT INCIDENT. HOWEVER, ON THE FINAL ATTEMPT THE ACFT SETTLED THROUGH THE FLARE & LANDED HARD.

Brief of Accident (Continued)

File No. - 2885

11/26/84

CHAMBLEE,GA

A/C Reg. No. N2756F

Time (Lc1) - 1610 EST

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - SIMULATED - PILOT IN COMMAND
3. 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) 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. - 2972      11/12/84      E CAMERON BLK 2,GM      A/C Reg. No. N514EH      Time (Lcl) - 0840 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ERA HELICOPTERS, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	1	0	0
Accident Occurred During	-LANDING		Pass	0	0	3	1

-----Aircraft Information-----

Make/Model	- BELL HELICOPTER TEXTRON 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	- 2000	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	E CAMERON BLK 2,GM	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CAMERON,LA	
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling -	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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3992
NONE	Months Since - 1	Make/Model- 805
HELICOPTER	Aircraft Type - 206	Instrument- 203
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 205
		Rotorcraft - 3992

Instrument Rating(s) - HELICOPTER

-----Narrative-----

TOTAL LOSS OF PWR OCCURRED JUST AFTER LIFT OFF FROM 130 FT HIGH DRILL RIG PLATFORM IN GULF OF MEXICO. PLT ENTERED AUTOROTATION BUT TOUCHDOWN WAS HARD DURING DITCHING RESULTING IN A ROLL OVER. POST ACCIDENT TESTING DID NOT REVEAL ANY MECHANICAL FAILURE OR MALFUNCTION. EMERGENCY FLOATATION GEAR DID NOT FULLY INFLATE UNTIL THE HELICOPTER ROLLED OVER

Brief of Accident (Continued)

File No. - 2972

11/12/84

E CAMERON BLK 2,GM

A/C Reg. No. N514EH

Time (Lc1) - 0840 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF

Finding(s)

1. TURBOSHAFT ENGINE - UNDETERMINED
  2.      UNDETERMINED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3      DITCHING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. MISC ROTORCRAFT, EMERGENCY FLOATATION GEAR - ENGAGED
- 

Occurrence #4      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. ROTOR RPM - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #5      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. 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

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2845

9/14/84

BURLEY, ID

A/C Reg. No. N8160B

Time (Lcl) - 0944 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	5	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-32-301T  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-K1G5  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 060/012 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  
BATTLE MOUNTAIN, UT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BURLEY MUNICIPAL  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11691	Last 24 Hrs - UNK/NR
Make/Model- 126	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-----

WHILE CLIMBING AFTER TAKEOFF, THE ENG SURGED TWICE, THEN QUIT. THE PLT REPOSITIONED THE FUEL SELECTOR, CHECKED THAT THE ELECTRIC FUEL PUMP WAS "ON" & RESTARTED THE ENG, THEN STARTED TO RETURN TO THE DEPARTURE ARPT. HOWEVER, ABOUT 1 MIN LATER, THE ENG LOST POWER AGAIN & AN OFF ARPT LANDING WAS MADE. DURING THE LANDING, THE GEAR COLLAPSED & THE ACFT SLID TO A STOP, BUT STRUCK A COW & A SMALL ELECTRIC FENCE BEFORE COMING TO REST. AN INVESTIGATION REVEALED EVIDENCE OF PROGRESSIVE FAILURE OF THE TAPPET BODY HEADS, PN 72877. NINE OF 12 TAPPET BODY HEADS WERE IN VARIOUS STAGES OF FAILURE.



Brief of Accident (Continued)

File No. - 2845

9/14/84

BURLEY, ID

A/C Reg. No. N8160B

Time (Lc1) - 0944 MDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - FAILURE, TOTAL

-----  
Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----  
Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
Occurrence #4      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING

-----  
Occurrence #5      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

2. OBJECT - ANIMAL(S)  
3. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2907      7/07/84      JOLIET, IL      A/C Reg. No. N157LG      Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire                        NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - GILLMORE MONI  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 560  
No. of Seats   - 1

Eng Make/Model - KFM 107E  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 35 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- 080/008 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds - 6000 FT SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
WAUKEGAN, IL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WILHELMI  
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 - 37  
Biennial Flight Review  
Current        - YES  
Months Since   - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Make/Model-	30
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 PROP SEPARATED FROM THE ACFT AT APRX 500 FT AGL DURING THE INITIAL TAKEOFF CLIMB. A FORCED LANDING WAS MADE IN A CORN FIELD. THE PROP WAS ATTACHED BY MEANS OF 4 5/16 INCH BOLTS AND RETAINING NUTS. TWO OF THE FOUR BOLT PORTIONS REMAINING AFTER THE ACCIDENT WERE REMOVED. ONE OF WHICH WAS TESTED AND PROGRESSIVE FATIGUE WAS FOUND. THE KIT MANUFACTURER LATER ISSUED A SERVICE BULLETIN STATING THAT WITH THE NUTS PROPERLY TORQUED IT IS POSSIBLE FOR THE NUTS TO BOTTOM OUT ON THE BOLT THREADS WHICH WOULD RESULT IN THE BOLTS SHEARING. THE MANUFACTURER SUGGESTS INSTALLING WASHERS AT THE HEAD OF THE BOLT TO PREVENT THE NUT FROM BOTTOMING OUT.

Brief of Accident (Continued)

File No. - 2907

7/07/84

JOLIET, IL

A/C Reg. No. N157LG

Time (Lc1) - 1600 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - FATIGUE
2. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRCRAFT - MANUFACTURER
3. PROPELLER SYSTEM/ACCESSORIES, HUB - SEPARATION
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - CROP
6. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2823

8/24/84

WOODSTOCK, IL

A/C Reg. No. N5541J

Time (Lcl) - 0530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
0	0	0	1	
0	0	0	5	

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32-260  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3400  
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 020/003 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
CRYSTAL LAKE, IL  
Destination  
FORT FRANCES, CD

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKE-IN-THE-HILLS  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
SE LAND, ME LAND

Age - 38  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 12000  
Make/Model- 310  
Instrument- 760  
Multi-Eng - 9500  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN DURING A FORCED LANDING. THE WX WAS VMC & NO FLT PLAN WAS FILED. DURING THE FORCED LANDING IN A FARM FIELD THE RIGHT MAIN GEAR WAS SHEARED OFF AND THE NOSE GEAR BENT. THE LEFT WING WAS ALSO SUBSTANTIALLY DAMAGED. THE ENGINE WAS INSPECTED AFTER THE ACCIDENT & THE OIL FILTER WAS FOUND TO CONTAIN FINE CHIPS OF ALUMINUM. THE OIL PUMP APPEARED TO BE OPERABLE. ALL SIX CONNECTING ROD BEARINGS WERE HEAT SCORCHED. THE PLT REPORTED THAT SHORTLY AFTER TAKEOFF AT AN ALT OF 3000 FT MSL THE ENG BEGAN RUNNING ROUGH. HE SAID HE HEADED BACK TO ARPT OF ORIGIN BUT EN ROUTE THE ENGINE LOST ALL POWER.

Brief of Accident (Continued)

File No. - 2823

8/24/84

WOODSTOCK,IL

A/C Reg. No. N5541J

Time (Lcl) - 0530 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FLUID,OIL - STARVATION
2. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE

Occurrence #2      FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      MAIN GEAR COLLAPSED

Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
4. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2937

9/09/84

LISLE,IL

A/C Reg. No. N5289D

Time (Lc1) - 0035 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 172N

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 - 2150

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 230/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 800 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

DELEVAN,WI

Destination

FRANKFORT,IL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

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 - 165

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 5

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

AT 0029 CDT THE PLT CONTACTED A LOCAL ATCT STATING THAT HE WAS IN IMC WITH 0 VISIBILITY REQUESTING ASSISTANCE AND DESIRING TO LAND AT THE CLOSEST ARPT. THE NON-INSTRUMENT RATED PLT WAS AT 2,000 FT AND WAS GIVEN A CLIMB TO 2,500 FT. THE CONTROLLER STATED THAT HE WAS TRYING TO GET THE ACFT ABOVE THE 2,300 FT MIN VECTORING ALT AND INTENDED TO CONTINUE THE CLIMB TO VMC AT APRX 4,000 FT. INITIALLY THE ACFT WAS HEADED TOWARD MIDWAY ARPT BUT WHEN MIDWAY WENT TO IFR THE DEST WAS CHANGED TO O'HARE. ACCORDING TO A WITNESS, THE ACFT WAS FLYING LOW AND ENTERED A CLIMB TO AN APRX 90 DEG NOSE-HIGH ATTITUDE BEFORE THE NOSE DROPPED AND THE ACFT DESCENDED VERTICALLY TO THE GROUND. OVERCAST CLOUD LAYERS IN THE AREA VARIED FROM 700 TO 1,100 FT.

Brief of Accident (Continued)

File No. - 2937

9/09/84

LISLE, IL

A/C Reg. No. N5289D

Time (Lcl) - 0035 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. RADAR ASSISTANCE TO VFR AIRCRAFT - ATTEMPTED - ATC PSNL(LCL/GND/CLNC)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Finding(s)

7. DESCENT - UNCONTROLLED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. LEVEL OFF - ATTEMPTED - PILOT IN COMMAND
11. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
12. STALL - INADVERTENT - PILOT IN COMMAND
13. 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) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2896

11/03/84

GRAYSLAKE, IL

A/C Reg. No. N6709T

Time (Lc1) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 310C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4830  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-D  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/013 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRAYSLAKE, IL  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

CAMPBELL  
Runway Ident - 24  
Runway Lth/Wid - 2700/ 40  
Runway Surface - MACADAM  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 60

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6000	Last 24 Hrs	- UNK/NR
Make/Model	- 518	Last 30 Days	- UNK/NR
Instrument	- 225	Last 90 Days	- 36
Multi-Eng	- 5000		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE LANDING WAS NORMAL BUT THE ACFT SETTLED TO THE RWY WITH THE GEAR UP WHILE THE SELECTOR WAS IN THE DOWN POSITION. POST ACCIDENT EXAMINATION FAILED TO REVEAL ANY MALFUNCTION OF THE RETRACTION/EXTENSION ASSEMBLY.



Brief of Accident (Continued)

File No. - 2896

11/03/84

GRAYSLAKE, IL

A/C Reg. No. N6709T

Time (Lc1) - 1300 CST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  3. TERRAIN CONDITION - RUNWAY
- 

----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. - 2832      11/08/84      ALTON, IL

A/C Reg. No. N94494

Time (Lcl) - 0915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -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-N2C

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 - UNK/NR

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 170/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - 9000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CENTRALIA, IL

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

LOUIS REGIONAL

Runway Ident - 11

Runway Lth/Wid - 6500/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 36

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 24      Last 24 Hrs - 2

Make/Model- 24      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO TRAINING FLT, THE STUDENT PLT FLEW FROM CENTRALIA TO ALTON, IL, & ENTERED THE TRAFFIC PATTERN TO LAND ON RWY 11. THE WIND WAS REPORTED FROM 170 DEG AT 12 KTS GUSTING TO 20 KTS. DURING THE APCH, THE ACFT WAS BLOWN TO THE LEFT SIDE OF THE RWY WHERE IT TOUCHED DOWN. DUE TO RECENT CONSTRUCTION, THERE WAS AN AREA OF SOFT DIRT BESIDE THE RWY. THE STUDENT STATED THAT THE LEFT GEAR WENT OFF THE RWY INTO THE SOFT TERRAIN & THE ACFT SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 2832

11/08/84

ALTON,IL

A/C Reg. No. N94494

Time (Lc1) - 0915 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. TERRAIN CONDITION - SOFT
7. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2804      2/18/84      OAKTOWN, IN      A/C Reg. No. N3639Q      Time (Lc1) - 0543 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT			1	1	0	0

-----Aircraft Information-----

Make/Model - BEECH A23A	Eng Make/Model - CONTINENTAL IO-346 A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP-FUEL INJECTED	
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	OFF AIRPORT/STRIP
Method - N/A	OZARK, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	GARY, IN	GREEN PVT.
Wind Dir/Speed- 160/007 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 - 1000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 264
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - C-172	Make/Model- 5
		Last 30 Days- 2
		Instrument- 102
		Last 90 Days- 6
		Multi-Eng - 20
		Rotorcraft - 3466

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT STALLED & CRASHED AFTER A PWR LOSS DURING NIGHT X-COUNTRY FLT. PLT RADIOED A "MAYDAY" CALL AFTER REPORTING 3 MINS EARLIER HE HAD 30-45 MINS OF FUEL REMAINING. INDIANAPOLIS ARTCC WAS GIVING FLT ASSISTANCE TO N3639Q & ADVISED THE FLT OF AN ARPT AT "YOUR TWO O'CLOCK POSITION AND 3 MILES." THIS OCCURRED AFTER SOME DISCUSSION, WHICH STARTED AT 0522:45, ABOUT THE FLTS LOW FUEL STATE AND FUEL REMAINING VS DISTANCE TO EVANSVILLE. HUF SECTOR ADVISED AT 0530:51, "THERE ARE SEVERAL, UH, SMALLER ARPTS ALONG THE WAY THERE IF YOU, UH, NEED TO GO DOWN, LET US KNOW." PLT MADE NO DECISION AT THIS TIME. AT 0535:38, PLT WAS AGAIN QUESTIONED ABOUT FUEL AND ADVISED THAT HIS ESTIMATE OF FUEL REMAINING WAS CAUTIONARY FOR THE REMAINING DISTANCE TO DESTINATION. PLT CONFIRMED THAT ENOUGH FUEL REMAINED. AT 0538:35, PLT TRANSMITTED, "39QUEBEC OUT OF GAS. GOING DOWN AT THIS TIME." THE PLT CONTINUED TO COMMUNICATE BY RADIO AND WAS VECTORED TOWARD AN ARPT. APRX 1 MIN AFTER THE ARPT WAS SIGHTED, RADIO CONTACT WAS LOST.

Brief of Accident (Continued)

File No. - 2804

2/18/84

OAKTOWN, IN

A/C Reg. No. N3639Q

Time (Lcl) - 0543 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT ATTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

8. WEATHER CONDITION - LOW CEILING
9. WING - DARK NIGHT

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

10. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
11. STALL - UNCONTROLLED - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,10

Factor(s) relating to this accident is/are finding(s) 1,4,8,9,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2842      4/15/84      GARY, IN      A/C Reg. No. N7899V      Time (Lcl) - 2327 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- MOONEY M20C	Eng Make/Model	- LYCOMING O-360-A1D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<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- 030/016 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 700 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT(DARK)</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;">CINCINNATI, OH</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 style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GARY MUNI.</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4188
SE LAND	Months Since - UNK/NR	Make/Model- 76
	Aircraft Type - UNK/NR	Instrument- 6
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 29
		Last 90 Days- 69
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

VFR PLT RECEIVED 2 WX BRIEFINGS, FILED AN IFR FLT PLAN AND DEPARTED IN NIGHT IFR CONDITIONS. APRX 1 MIN AFTER CONTACTING CHICAGO ARTCC PLT REPORTED HE WAS HAVING "PROBLEMS." APRX 1 MIN LATER PLT REPORTED, "NINE NINE VICTOR, I'M BREAKING UP." ACFT WRECKAGE WAS FOUND NEXT DAY. ACCORDING TO PLT'S WIFE AND AN ASSOC, THE PLT HAD FLOWN IFR BEFORE. ANNUAL INSPECTION OF ACFT WAS COMPLETED ON 4/9/84. POST ACCIDENT INVESTIGATION DISCLOSED A CRACK IN THE PITOT TUBE LINE.

Brief of Accident (Continued)

File No. - 2842

4/15/84

GARY, IN

A/C Reg. No. N7899V

Time (Lc1) - 2327 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CLIMB

Finding(s)

1. PITOT/STATIC SYSTEM - CRACKED
2. MAINTENANCE, MAJOR REPAIR - POOR - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT

Finding(s)

3. PLANNING-DECISION - POOR - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - LOW CEILING
6. LIGHT CONDITION - NIGHT
7. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
8. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7,9

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. - 2991

5/13/84

RENSSELAER, IN

A/C Reg. No. N8352F

Time (Lcl) - 1310 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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - HUGHES 500D  
Landing Gear - UNK/NR  
Max Gross Wt - 3000  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 375 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 350/025 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  
RENSSELAER, IN  
Destination  
LAFAYETTE, IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND  
HELICOPTER

Age - 43

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	-	4280	Last 24 Hrs	-	3
Make/Model	-	12025	Last 30 Days	-	UNK/NR
Instrument	-	138	Last 90 Days	-	18
Multi-Eng	-	15	Rotorcraft	-	3850

Instrument Rating(s) - NONE

-----Narrative-----

HARD FORCED LANDING MADE AFTER LOSS OF PWR AT CRUISE ALT OF 500 FT AGL. MAIN ROTOR BLADES CONTACTED TAIL BOOM. EXAMINATION DISCLOSED FUEL PUMP GEARS SHOWED SIGNS OF CORROSION. GEAR TEETH AND END FACES WERE SEVERLY ETCHED AND PITTED. BRONZE PARTICLES WERE FOUND IN FUEL NOZZLES AND FUEL SCREEN. ACFT REPORTEDLY SAT IDLE FOR 3 MONTHS BEFORE ACCIDENT.



Brief of Accident (Continued)

File No. - 2991

5/13/84

RENSSELAER, IN

A/C Reg. No. N8352F

Time (Lc1) - 1310 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, PUMP - CORRODED
2. FUEL SYSTEM, NOZZLE - BLOCKED(TOTAL)
3. FUEL SYSTEM, SCREEN - BLOCKED(TOTAL)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. FLARE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

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. - 2952      11/11/84      BLOOMINGTON, IN      A/C Reg. No. N22267      Time (Lcl) - 1743 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-APPROACH		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32RT-300T	Eng Make/Model	- LYCOMING TS10-540-S1AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- TURBOPROP		
No. of Seats	- 7	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 1700 FT</p> <p>Lowest Ceiling - 1700 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 FREDRICKTOWN, MO</p> <p>Destination BLOOMINGTON, IN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MONROE COUNTY</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 5200/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 2734
SE LAND	Months Since - 18	Make/Model- 1467
	Aircraft Type - UNK/NR	Instrument- 353
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT WHILE IN CRUISE FLT, THE ACFT NOSE PITCHED DOWN ABRUPTLY. PLT DISENGAGED THE AUTOPILOT AND NOTED VACUUM SYSTEM WAS INOPERATIVE. FLT CONTINUED ON MANUAL CONTROL WITHOUT FURTHER INCIDENT UNTIL LATE FINAL APPROACH AT DESTINATION. WHEN FLAPS WERE LOWERED, NOSE AGAIN PITCHED DOWN AND LEFT WING CONTACTED AN APPROACH LIGHT. PLT REGAINED CONTROL AND LANDED SUCCESSFULLY. AFTER THE LNDG IT WAS NOTICED THE AUTOPILOT SWITCH WAS ENGAGED. VACUUM PUMP FAILURE DUE TO NORMAL WEAR.

Brief of Accident (Continued)

File No. - 2952

11/11/84

BLOOMINGTON, IN

A/C Reg. No. N22267

Time (Lcl) - 1743 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ACCESSORIES, VACUUM PUMP - FAILURE, TOTAL

2. AUTOPILOT/FLIGHT DIRECTOR - INOPERATIVE

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. AUTOPILOT - INADVERTENT USE - PILOT IN COMMAND

4. DESCENT - INADVERTENT -

5. OBJECT - APPROACH LIGHT/NAVAID

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2953      11/16/84      TERRE HAUTE, IN      A/C Reg. No. N8530S      Time (Lcl) - 2030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182H	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALTON, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TERRE HAUTE, IN	SKY KING
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 08
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 797
SE LAND	Months Since - 16	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 577
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 69

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE WAS UNABLE TO ACTIVATE THE RUNWAY LIGHTS BY RADIO SO VISUAL CUES OF ARPT BLDGS WERE USED TO LINE UP WITH RUNWAY. ACFT LNDG/TAXI LIGHT WAS INOPERATIVE. PLT DID NOT REALIZE HE HAD UNDERSHOT THE APPROACH TURN AND WAS, IN FACT, LINED UP TO THE LEFT OF THE RUNWAY UNTIL JUST BEFORE TOUCHDOWN. ACFT TOUCHED DOWN IN SOFT TERRAIN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2953

11/16/84

TERRE HAUTE, IN

A/C Reg. No. N8530S

Time (Lcl) - 2030 EST

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Occurrence #1            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 FACILITY, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  3. LIGHT CONDITION - NIGHT
  4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
  5. LANDING LIGHT - INOPERATIVE
  6. TERRAIN CONDITION - SOFT
- 

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) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2954      11/23/84      LAGRANGE, IN      A/C Reg. No. N3301C      Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0	
Accident Occurred During -APPROACH			0	0	0	0	

-----Aircraft Information-----

Make/Model - BEECH E35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2725	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FT. WAYNE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OLIVER LAKE AIRPORT
Wind Dir/Speed- 230/009 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 85
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 290
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS LANDING IN GUSTY, CROSSWIND CONDITIONS. ON LATE FINAL, A GUST OF WIND CAUSED THE LEFT WING TO DROP AND STRIKE THE TOP OF AN 80 FT TREE. ACFT TOUCHED DOWN NOSE LOW, COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2954

11/23/84

LAGRANGE, IN

A/C Reg. No. N3301C

Time (Lc1) - 1230 EST

-----  
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. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. WEATHER CONDITION - GUSTS
  5. OBJECT - TREE(S)
- 

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2867      10/31/84      CARBONDALE,KS      A/C Reg. No. N79846      Time (Lcl) - 1818 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	2	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20E  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2575  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- 180/008 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 300 FT SCATTERED  
Lowest Ceiling - 1500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - RAIN SHOWERS  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
LITTLE ROCK,AR  
Destination  
TOPEKA,KS

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wld - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 57  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - M20E

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2706
Make/Model-	139
Instrument-	UNK/NR
Multi-Eng -	338
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	6
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS EN ROUTE FROM LITTLE ROCK, AR, TO TOPEKA, KA. TEN MILES SOUTH OF TOPEKA'S FROBES FIELD THE PLT REQUESTED WX INFO AND WAS TOLD THAT A CURRENT OBSERVATION WAS BEING TAKEN & HE WOULD BE ADVISED. CONTACT BETWEEN THE TOWER AND THE FLT COULD NOT BE REESTABLISHED. THE ACFT HAD CRASHED IN AN AREA WHERE A SEVERE THUNDERSTORM WAS IN PROGRESS. SEVERAL TRAILER HOMES WERE DESTROYED AND TWO PEOPLE WERE FATALLY INJURED ONE THIRD MILE SOUTH OF THE ACCIDENT SITE BY THE SEVERE WX.



Brief of Accident (Continued)

File No. - 2867

10/31/84

CARBONDALE,KS

A/C Reg. No. N79846

Time (Lc1) - 1818 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Finding(s)

6. LIGHT CONDITION - NIGHT
7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,7,8

Factor(s) relating to this accident is/are finding(s) 6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2932      11/30/84      COLBY,KS

A/C Reg. No. N6459K

Time (Lcl) - 1652 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -DESCENT

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model    - CESSNA 150  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 1600  
No. of Seats   - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 100 HP

ELT Installed/Activated - 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- 230/014 KTS  
Visibility     - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - UNK/NR  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
COLBY,KS  
Destination  
OAKLEY,KS

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident        - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 30  
Biennial Flight Review  
Current        - YES  
Months Since   - 18  
Aircraft Type   - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total        - 415      Last 24 Hrs - 1  
Make/Model- 111      Last 30 Days- UNK/NR  
Instrument- 7        Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ON A HEADING OF 065 DEG THE ACFT IMPACTED IN A SLIGHTLY RISING OPEN FIELD IN A WINGS LEVEL 15 DEG NOSE DOWN ATTITUDE. INVESTIGATORS FOUND THE ACFT IN A LANDING CONFIGURATION WITH THE WING FLAPS FULLY EXTENDED AND THE THROTTLE SECURED BY THE THROTTLE FRICTION LOCK IN THE IDLE POSITION. EXAM OF THE WRECKAGE REVEALED NO MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2932

11/30/84

COLBY,KS

A/C Reg. No. N6459K

Time (Lc1) - 1652 CST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
  3. DESCENT - UNCONTROLLED - PILOT IN COMMAND
  4. TERRAIN CONDITION - RISING
  5. WEATHER CONDITION - TAILWIND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2817      5/10/84      CLARKSON,KY      A/C Reg. No. N5253J      Time (Lcl) - 2305 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries	
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	2	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	0	0	0
Accident Occurred During -DESCENT		0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	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	LOUISVILLE,KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NASHVILLE,TN	Runway Ident - N/A
Wind Dir/Speed- 180/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1265
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 6
	Aircraft Type - C-310R	Make/Model- 5
		Last 30 Days- 72
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER AN IN-FLT SEPARATION OF VARIOUS COMPONENTS OF THE AIRFRAME. POST ACCIDENT EVIDENCE PROVIDED BY THE FAILED PARTS GAVE A GRAPHIC PICTURE OF THE IN-FLT SEQ WHICH WAS SUPPLEMENTED BY A WITNESS WHO SAW & HEARD THE ACFT IN ITS FINAL DIVE. ACFT WAS DESTROYED BY THE IN-FLT SEPARATION AND GROUND IMPACT DAMAGE. THE WRECKAGE WAS SCATTERED OVER AN AREA APRX 2 MILES LONG AND 500 FT WIDE, IN A PASTURE. THE WRECKAGE PATH FOLLOWED A CIRCULAR PATH FROM ABOUT 220 DEG TO 090 DEG MAGNETIC. THE PATH WAS DIVIDED INTO 2 MAJOR SECTIONS. ONE CONSISTED OF PAPERS, ACFT INSULATION AND OTHER LOOSE MATERIAL. THIS REGION EXTENDED NE APRX 1 AND 1/2 MILES OVER WOODLAND AND OPEN PASTURE. THE OTHER SECTION CONTAINED HEAVIER STRUCTURAL PARTS OF THE ACFT, STARTING WITH THE ENG COWLING AND ENDING WITH THE ENG ASSEMBLY AND PROPS. IN BETWEEN, WERE THE TAIL ASSEMBLY, THE CABIN TOP, COCKPIT AND WINGS. THE TWO OCCUPANTS WERE THROWN OUT NEAR THE END OF THE PATH IN AN EASTERLY DIRECTION. NO MECHANICAL OR PHYSICAL REASONS FOR CAUSE WERE FOUND.

Brief of Accident (Continued)

File No. - 2817

5/10/84

CLARKSON, KY

A/C Reg. No. N5253J

Time (Lc1) - 2305 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      CRUISE

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

3. FLIGHT CONTROL, STABILATOR SURFACE - OVERLOAD
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2999      5/06/84      MUSKEGET ISLAND, MA      A/C Reg. No. N15520      Time (Lc1) - 1940 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 -DESCENT

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2050  
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 - 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 - 25.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MUSKEGET, MA  
Destination  
NANTUCKET, MA

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  
NONE

Age - UNK/NR  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR
Multi-eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS UNABLE TO CLEAR TREES DURING THE INITIAL TAKEOFF CLIMB. THE PLT RAISED THE NOSE OF THE ACFT AND THE ACFT STALLED CONTACTED THE TREES. .

Brief of Accident (Continued)

File No. - 2999

5/06/84

MUSKEGET ISLAND, MA

A/C Reg. No. N15520

Time (Lcl) - 1940 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. PULL-UP - NOT PERFORMED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2903

9/07/84

HYANNIS,MA

A/C Reg. No. N12LH

Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - BEECH J35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-C  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 250 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- 010/011 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  
MARTH'S VINEYD,MA  
Destination  
HYANNIS,MA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data  
HYANNIS

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 - 57

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1000	Last 24 Hrs	- UNK/NR
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	39	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

APRX 30 MIN AFTER DEPARTURE, ACCORDING TO THE PLT, THE ENG BEGAN RUNNING ROUGH AND STOPPED ABOUT 1 MIN LATER. THE GEAR DOWN FORCED LANDING WAS MADE IN SALT WATER APRX 6 MINS FROM THE DEST ARPT. EXAM OF THE WRECKAGE BY FAA PERSONNEL REVEALED THAT THE ELECTRIC FUEL PUMP WAS INOP, THE LEFT MAG WOULD NOT FIRE WHEN THE ENG WAS ROTATED, AND THE AUX FUEL TANKS HAD NO USABLE FUEL REMAINING. BOTH MAIN TANKS WERE NEARLY FULL. NO OTHER MECHANICAL MALFUNCTIONS WERE NOTED.



Brief of Accident (Continued)

File No. - 2903

9/07/84

HYANNIS,MA

A/C Reg. No. N12LH

Time (Lc1) - 1030 EDT

-----  
Occurrence #1            LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - UNDETERMINED
  2. IGNITION SYSTEM,MAGNETO - UNDETERMINED
  3. FUEL SYSTEM,PUMP - UNDETERMINED
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #3            DITCHING  
Phase of Operation      LANDING - ROLL

Finding(s)

5. 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2858      12/10/84      NORWOOD,MA      A/C Reg. No. N2164L      Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SHAMOKIN FLYING SERVICE	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						3

-----Aircraft Information-----

Make/Model	- BEECH 58TC	Eng Make/Model	- CONTINENTAL TS10-520-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	DULLES,VA	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	NORWOOD
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 35
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 3993/ 150
Lowest Sky/Clouds - THIN BKN	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 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 - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 29863
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 5303
		Instrument- 2661
		Last 30 Days- UNK/NR
		Last 90 Days- 163
		Multi-Eng - 26972

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TOUCHDOWN MADE 1/3 THE WAY DOWN THE WET RWY. BRAKES WERE INEFFECTIVE ON WET PAVEMENT. PLT RAISED FLAPS AND REAPPLIED BRAKES WITH NO POSITIVE RESULT. ACFT CONTINUED ONTO 60 FT OVERRUN AREA WHERE SOME BRAKING ACTION WAS EFFECTIVE HOWEVER, ACFT CONTINUED DOWN AN 8 FT BANK BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 2858

12/10/84

NORWOOD, MA

A/C Reg. No. N2164L

Time (Lc1) - 1700 EST

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
  4. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND
  5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

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) 2

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2895

5/08/84

COLLEGE PARK,MD

A/C Reg. No. N18786

Time (Lcl) - 1630 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	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - BEECH B19  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2  
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- 300/028 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 2800 FT

Lowest Ceiling - 2800 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLLEGE PARK,MD

Destination

CAMBRIDGE,MD

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

COLLEGE PARK

Runway Ident - 15

Runway Lth/Wid - 2740/ 40

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI

SE LAND,ME LAND,ME SEA

HELICOPTER

Age - 51

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - BE-B19

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6450

Make/Model- 345

Instrument- 745

Multi-Eng - 4350

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 1350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT HAD ARRIVED AT THE ARPT BETWEEN 1600 & 1615, & HAD LANDED ON RWY 15. WINDS GENERALLY WERE OUT OF THE SW AT ABOUT 10 KTS. THE PLT STATED THAT DURING THE FLT HE HAD OBSERVED A THUNDERSTORM WEST OF ANDREWS AFB (10 MI SOUTH.) AFTER LOADING AN ATC SIMULATOR & ITS ACCESSORIES ON BOARD THE ACFT, THE PLT TAXIED TO THE DISPLACED THRESHOLD ON THE APPROACH END OF RWY 15. DURING THIS PERIOD, ANEMOGRAM READINGS RECORDED BY THE UNIV OF MD SHOW THAT THERE WAS A SUDDEN SHIFT TO WINDS OUT OF THE NW WITH GUSTS TO 40 KTS. THE PLT COMMENTED THAT HE WANTED TO BEAT THE STORM. WITNESSES REPORTED THAT THE WIND WAS BETWEEN 300 & 330 DEGS WITH WINDS IN EXCESS OF 20 KTS. ONE PLT TRIED TO WARN THE PLT BY WAVING HIS ARMS TO CALL HIS ATTENTION TO THE WIND CONDITIONS. THE ACFT TOOK OFF IN A NOSE HIGH ATTITUDE. THE PLT STATED HE MAINTAINED 75 KTS AT MAX POWER BUT THE ACFT CONTINUED TO DESCEND AT ABOUT A 200 FPM DESCENT UNTIL IT IMPACTED TREES & FENCES OF A TENNIS COURT. A 24 KT TAILWIND COMPONENT CAN INCREASE TAKEOFF DISTANCES BY AS MUCH AS 80%.

Brief of Accident (Continued)

File No. - 2895

5/08/84

COLLEGE PARK,MD

A/C Reg. No. N18786

Time (Lcl) - 1630 EDT

Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2.       IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. HAZARDOUS WEATHER ADVISORY - NOT RECEIVED - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - HIGH WIND
6. WEATHER CONDITION - GUSTS
7. WEATHER CONDITION - TAILWIND
8.       WIND INFORMATION - INATTENTIVE - PILOT IN COMMAND
9. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
10. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED
11.       PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

12. OBJECT - TREE(S)
13. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2813

6/23/84

KEYMAR,MD

A/C Reg. No. N704GV

Time (Lcl) - 1940 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	1	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 150M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 3

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/008 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KEYMAR,MD  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TOUCH AND GO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

KEYMAR  
Runway Ident - 05  
Runway Lth/Wid - 1875/ 120  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 37

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 334	Last 24 Hrs	- 1
Make/Model-	258	Last 30 Days-	3
Instrument-	3	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

WITNESS STATED ACFT WAS PERFORMING TOUCH & GO LANDINGS. ON THIRD OR FORTH INITIAL CLIMB AT ABOUT 300 FT AGL THE ACFT BEGAN "ZIGZAGGING." THE ACFT THEN ENTERED A NOSE LOW ATTITUDE AND DESCENDED TO GROUND IMPACT APRX 1/2 MILE FROM THE ARPT. INSPECTION OF WRECKAGE SUGGESTED ENGINE WAS NOT PRODUCING PWR AT IMPACT. FUEL DRAINED FROM ACFT AMOUNTED TO 3.5 GALS. UNUSABLE FUEL FOR C-150M IS 3.5 GALS. FLAPS WERE FOUND IN THE FULL DOWN POSITION.

Brief of Accident (Continued)

File No. - 2813

6/23/84

KEYMAR,MD

A/C Reg. No. N704GV

Time (Lc1) - 1940 EDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. FLUID,FUEL - EXHAUSTION
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
  5. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
  6. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

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. - 3000

11/06/84

LANDOVER, MD

A/C Reg. No. N6890N

Time (Lcl) - 2014 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - MOONEY M20C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2575  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - 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 -  
Visibility - UNK/NR  
Lowest Sky/Clouds -  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DANBURY, CT  
Destination  
COLLEGE PARK, MD

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

UNKNOWN  
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 - 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-----

FLT DEPARTED DANBURY, CT, ON X-COUNTRY FLT TO COLLEGE PARK, MD. ACCORDING TO PLT THERE WAS SUFFICIENT FUEL ON BOARD, HOWEVER PLT EXTENDED FLT TO NORTHERN VA BEFORE RETURNING TO COLLEGE PARK. PRIOR TO REACHING ARPT A LOSS OF POWER OCCURRED AND PLT MADE GEAR UP FORCED LANDING IN RESIDENTIAL AREA. EXAMINATION OF ACFT DISCLOSED NO FUEL IN TANKS.



Brief of Accident (Continued)

File No. - 3000

11/06/84

LANDOVER, MD

A/C Reg. No. N6890N

Time (Lc1) - 2014 EST

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - 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      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2962      1/01/84      TRAVERSE CITY, MI      A/C Reg. No. N3776T      Time (Lcl) - 1553 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - PIPER PA-28R-180  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-320-B1E  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 160/005 KTS

Visibility      - 3.000 SM

Lowest Sky/Clouds      - PART OBS

Lowest Ceiling      - OVERCAST

Obstructions to Vision- UNK/NR

Precipitation      - SNOW

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

TRAVERSE CITY, MI

Destination

SAGINAW, MI

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TRAVERSE CITY

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 - 28

Biennial Flight Review

Current      - YES

Months Since      - 6

Aircraft Type - C-172

Medical Certificate - UNK/NR

Flight Time (Hours)

Total      - 260      Last 24 Hrs - 2

Make/Model- 38      Last 30 Days- 55

Instrument- 4      Last 90 Days- 103

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE FLT, THE PLT MADE A PHONE CALL TO A RELATIVE WHO LIVED NEAR THE SOUTHEAST SIDE OF LONG LAKE & SAID HE WOULD "PASS OVER IN ABOUT 10 MIN." AFTER HE TOOK OFF, THE ACFT WAS OBSERVED IN A LOW PASS OVER THE SOUTHEAST CORNER OF THE LAKE. THE ACFT THEN CIRCLED & BEGAN A 2ND LOW PASS. ON THE 2ND PASS, IT DESCENDED LOWER, HIT THE SNOW COVERED, FROZEN LAKE, BOUNCED & CRASHED. WITNESSES SAID LIGHT SNOW WAS FALLING, BUT THE VISIBILITY WAS GOOD.

Brief of Accident (Continued)

File No. - 2962

1/01/84

TRAVERSE CITY, MI

A/C Reg. No. N3776T

Time (Lc1) - 1553 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - SNOW
3. TERRAIN CONDITION - ICY
4. TERRAIN CONDITION - SNOW COVERED
5. WEATHER CONDITION - WHITEOUT
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2849      3/27/84      PORTAGE, MI

A/C Reg. No. N6733E

Time (Lcl) - 1535 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	2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 175  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
No. of Seats - 4

Eng Make/Model - CONTINENTAL G0-300C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 175 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/008 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 4000 FT  
Lowest Ceiling - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
COLDWATER, MI  
Destination  
TRAVERSE CITY, MI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 30

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 230	Last 24 Hrs	- UNK/NR
Make/Model-	81	Last 30 Days-	12
Instrument-	1	Last 90 Days-	22

Instrument Rating(s) - NONE

-----Narrative-----

DURING A RETURN FLT TO TRAVERSE CITY, MI, THE ACFT WAS OBSERVED FLYING AT "TREE TOP" & "ROOF HEIGHT". IN THE VICINITY OF THE CRASH SITE, THE ACFT WAS OBSERVED MANEUVERING. IT ENTERED A DIVE A TREE TOP LEVEL, THEN MADE A SWEEPING 270 DEG TURN TO ABOUT 500 FT AGL. AS IT WAS MANEUVERING, THE ACFT ENTERED A STEEP LEFT BANK, THEN THE RIGHT WING DROPPED & THE ACFT ENTERED A SPIN & CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE ACFT WAS ESTIMATED TO BE LOADED TO A WT OF 2420 LBS. THE MAX AUTHORIZED GROSS WT WAS 2350 LBS.

Brief of Accident (Continued)

File No. - 2849

3/27/84 PORTAGE, MI

A/C Reg. No. N6733E

Time (Lc1) - 1535 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  3. BUZZING - INTENTIONAL - PILOT IN COMMAND
  4. PULL-UP - PERFORMED - PILOT IN COMMAND
  5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. STALL/SPIN - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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. - 2908

7/04/84

ST. JOSEPH, MI

A/C Reg. No. N52444

Time (Lcl) - 1000 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  
UNK/NR

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - 1.500 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - 5000 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHICAGO, IL  
Destination  
SOUTH HAVEN, MI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 24

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	- 125	Last 24 Hrs	- UNK/NR
Make/Model	- 125	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PIECES OF WRECKAGE AND THE BODY OF THE PLT WERE RECOVERED FROM LAKE MICHIGAN APRX 4 MI SW OF ST JOSEPH. WX AT THE DEP ARPT WAS VFR BUT DETERIORATED ALONG THE ROUTE OF FLT OVER THE LAKE DUE TO FOG BECOMING IMC. A CAUTION STATEMENT PRINTED ON THE CHICAGO SECTIONAL WARNED PLTS OF A LOSS OF HORIZONTAL REFERENCE AT LOW ALT OVER THE LAKE DURING HAZY CONDITIONS OR AT NIGHT. THERE WERE NO RADIO COMMUNICATIONS WITH THE NON-INSTRUMENT RATED PLT AFTER BEING CLEARED TO TAKEOFF WITH A NORTH EASTERLY DEP.

Brief of Accident (Continued)

File No. - 2908

7/04/84

ST. JOSEPH, MI

A/C Reg. No. N52444

Time (Lc1) - 1000 CDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  3. WEATHER CONDITION - OBSCURATION
  4. WEATHER CONDITION - FOG
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  6.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
  7. TERRAIN CONDITION - WATER, GLASSY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2992      8/22/84      TWIN LAKE, MI      A/C Reg. No. N7250X      Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150A	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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	MUSKEGON, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/010 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 - 54	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 700
SE LAND	Months Since - 0	Last 24 Hrs - UNK/NR
	Aircraft Type - 12	Make/Model- 700
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A SPIRAL LIKE DESCENT WITH THE ENG IN A POWER RETARDED STATE AS EVIDENCED BY THE SOUND EFFECTS. THE WAS NO MISSING OR BACKFIRING OF THE POWER PLANT. THE ACFT STRUCK THE GROUND VERTICALLY AFTER BEING SEEN IN A NOSE DWN VERTICAL DESCENT WHILE SPRIRALING. THE PLT HAD BEEN DISQUALIFIED BY THE FAA FOR MEDICAL REASONS. HE WAS TAKING DILANTIN FOR PREVENTION OF SEIZURES, WHICH IS A DISQUALIFYING MEDICATION FOR A FLT PHYSICAL. NOTHING OF A MECHANICL NATURE WAS FOUND WHICH WAS CAUSAL TO THE ACCIDENT PROFILE DURING THE POST ACCIDENT INVESTIGATION. THE AUTOPSY REVEALED MODERATE ARTERLOSCLEROTIC HEART DISEASE WITH CORONARY ARTERIOSCLEROSIS. THE PLT WAS 54 YEARS OLD.



Brief of Accident (Continued)

File No. - 2992

8/22/84

TWIN LAKE, MI

A/C Reg. No. N7250X

Time (Lcl) - 2030 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. MANEUVER - NOT CORRECTED - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER DESCENT RATE - NOT FOLLOWED - PILOT IN COMMAND
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ORGANIC PROBLEM) - PILOT IN COMMAND
6.      IMPROPER USE OF PROCEDURE, INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2935      10/05/84      TECUMSEH,MI      A/C Reg. No. N1093C      Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	1

-----Aircraft Information-----

Make/Model - MOONEY M20A	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2450	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	ON AIRPORT
Method - N/A	NEW HUDSON,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AL MEYERS
Wind Dir/Speed- 235/020 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1935
SE LAND	Months Since - 8	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

UPON TOUCHDOWN THE LANDING GEAR COLLAPSED. INSPECTION REVEALED THE LANDING GEAR ACTUATOR HANDLE WAS CRACKED APRX 1/2 INCH ABOVE THE ACTUATOR TORQUE TUBE. THE CRACK WAS THROUGH 3/4 OF THE CIRCUMFERENCE AND THERE WAS A 10 DEG BEND IN THE TUBE NEAR THE CRACK. THE CRACK OCCURRED IN A WELD PREVIOUSLY MADE BY THE PLT TO FIX ANOTHER CRACK. THE LAST ANNUAL INSPECTION WAS IN JUNE OF 1977.

Brief of Accident (Continued)

File No. - 2935

10/05/84

TECUMSEH, MI

A/C Reg. No. N1093C

Time (Lcl) - 1545 EDT

---

Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - CRACKED
  2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
  3. MAINTENANCE - IMPROPER - PILOT IN COMMAND
  4. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2939      10/06/84      OVERISEL, MI      A/C Reg. No. N561CK      Time (Lcl) - 1521 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
	Fire	Crew	Fatal	Serious	Minor
Type of Operation - PERSONAL	ON GROUND	Pass	1	0	0
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - KALLANSRUD/PITTS S-1C	Eng Make/Model - LYCOMING O-290-G	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 140 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOLLAND, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRAND HAVEN, MI	Runway Ident - N/A
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2800
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 20
		Instrument- 0
		Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

MISHAP ACFT, IN COMPANY WITH ANOTHER ACFT OF SAME MAKE/MODEL, MADE PREPLANNED PASSES OVER LOCALE OF RESIDENCE PRIOR TO DEPARTURE FOR SHORT CROSS-COUNTRY. AFTER SEVERAL CIRCLES AT 500 FT AGL, MISHAP PLT BROKE OUT OF LOOSE FORMATION INTO SHALLOW DIVE; OTHER PLT OBSERVED MISHAP ACFT PASS 150-200 FT BELOW HIM THEN VISUAL CONTACT WAS LOST UNTIL JUST BEFORE THE CRASH. GROUND WITNESSES OBSERVED MISHAP ACFT EXECUTE A HALF-ROLL TO AN INVERTED ATTITUDE THEN ENTER A DIVE INTO THE GROUND.

Brief of Accident (Continued)

File No. - 2939

10/06/84

OVERISEL,MI

A/C Reg. No. N561CK

Time (Lc1) - 1521 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2971      10/17/84      GROSSE ILE,MI      A/C Reg. No. N9034F      Time (Lcl) - 2100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -STANDING					

-----Aircraft Information-----

Make/Model - HUGHES 500	Eng Make/Model - ALLISON 250	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	UNK/NR
Method - UNK/NR	GROSSE ILE,MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	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 - 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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1110
NONE	Months Since - 18	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 1110

Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED TO START HELICOPTER WITH MAIN ROTOR BLADES TIED DOWN.

Brief of Accident (Continued)

File No. - 2971

10/17/84

GROSSE ILE, MI

A/C Reg. No. N9034F

Time (Lc1) - 2100 EDT

-----  
Occurrence            MISCELLANEOUS/OTHER  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2950      10/26/84      ALLEGAN, MI      A/C Reg. No. N4919C      Time (Lcl) - 1740 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		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      -CRUISE

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model      - LIGHT AERO, INC. (ASHLEY) AVID FEng Make/Model - CUYUNA 430  
Landing Gear      - TAILWHEEL-ALL FIXED      Number Engines - 1  
Max Gross Wt      - UNK/NR      Engine Type      - RECIPROCATING-CARBURETOR  
No. of Seats      - 2      Rated Power      - 43 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- VARIABLE/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
ALLEGAN, 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

PADGHAM  
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 - 50

Biennial Flight Review

Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 184	Last 24 Hrs	- 1
Make/Model-	74	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	77

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE NOTED A MOMENTARY FLUTTER IN THE RIGHT FLAPERON WHILE IN CRUISE AT 80 KTS. HE THEN HEARD A BANG AND LOOKING AT RIGHT WING, OBSERVED AT LEAST TWO OF THE OUTBOARD FLAPERON HINGE ATTACHMENTS HAD BROKEN. THE ACFT THEN ENTERED A 30-DEGREE RIGHT BANK AND DESCENDING TURN AT A DESCENT RATE OF 700-800 FPM. WHILE MANUVERING TO AVOID OBSTACLES BY USE OF LEFT RUDDER IN A FORCED LANDING ATTEMPT, PLT PULLED THE NOSE UP TO CLEAR A FENCE, THE ACFT STALLED AND MUSHED INTO A FLD NOSING OVER UPON TOUCHDOWN ON THE RIGHT WING TIP AND RIGHT MAIN GEAR. REASON FLAPERON HINGE FAILURE WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 2950

10/26/84

ALLEGAN,MI

A/C Reg. No. N4919C

Time (Lc1) - 1740 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - FAILURE,PARTIAL  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

2. AIRCRAFT HANDLING - REDUCED -  
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
4. DESCENT - UNCONTROLLED -  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH TERRAIN  
6. PULL-UP - PERFORMED - PILOT IN COMMAND  
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND  
-----

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

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2843      10/27/84      FRASER, MI      A/C Reg. No. N74A      Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	2	0	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - SWIFT GC-1A	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1570	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCKINLEY
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3800 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 230
SE LAND	Months Since - 17	Last 24 Hrs - 0
	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-----

ACCORDING TO THE PLT, HE TOOK OFF ON RWY 18 & WAS CLIMBING THRU ABOUT 250 FT AGL WHEN THE ENG LOST POWER & HE MADE A FORCED LANDING. HOWEVER, A CO-OWNER, WHO WAS ON BOARD, STATED THAT THE PLT HAD RETARDED THE THROTTLE, THEN THE ACFT STOPPED STOPPED CLIMBING, ACTING AS IF THE ENG HAD LOST POWER. HE STATED THAT THE ACFT SEEMED TO SHUDDER & SUDDENLY DROP TOWARD THE GROUND. HE BELIEVED THE PLT ATTEMPTED TO RECOVER THE SPEED, BUT WAS UNSUCCESSFUL. SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND IN A LEVEL, BELLY DOWN ATTITUDE. LATER, WHEN ASKED WHY THE PLT HAD RETARDED THE THROTTLE AFTER TAKEOFF, HE REPLIED THAT THE ENG WAS EXCEEDING 2575 RPM. THE ACFT WAS EQUIPPED WITH A VARIABLE PITCH PROP WHICH IS CONTROLLED BY THE PLT. THE CO-OWNER STATED THAT PROCEDURE TO CONTROL THE ENG RPM WAS FOR THE PLT TO CHANGE THE PROP PITCH ANGLE. THE PLT HAD NO PREVIOUS FLT TIME IN THIS MAKE & MODEL.

Brief of Accident (Continued)

File No. - 2843

10/27/84

FRASER,MI

A/C Reg. No. N74A

Time (Lcl) - 1545 EDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. IMPROPER DECISION, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
  3. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND
  4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  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) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2822      4/29/84      WOODBURY, MN      A/C Reg. No. N6446V      Time (Lc1) - 1822 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 3	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PRAIRIE DUCHIEN, WI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ST. PAUL, MN	
Wind Dir/Speed- 010/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 900 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - SNOW		
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 - 560
SE LAND	Months Since - 10	Make/Model- 40
	Aircraft Type - C-172RG	Instrument- 112
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A RADIO ANTENNA SUPPORT CABLE AT APRX 171 FT AGL DURING LOW ALTITUDE MANEUVERING IN SNOW SHOWERS. ONE WITNESS STATED THAT THE HEAVIEST SNOW SHOWERS WERE IN THE VICINITY OF THE ACCIDENT SITE. A POLICEMAN SAW THE ACFT OVER A FIELD NEAR THE KDWB RADIO ANTENNA. DURING THE WX BRIEFING THAT THE PLT RECEIVED 11 HOURS PRIOR TO THE ACCIDENT THE WX WAS FORECAST TO CONSIST OF LOWERING CEILINGS, TURBULENCE AND ICING FOR THE PLANNED AFTERNOON RETURN FLT. ACCORDING TO RELATIVES WHO SAW THE FLT DEPART PRAIRIE DUE CHIEN AT ABOUT 1600 HRS CDT, IT WAS RAINING. LATER IN THE FLT THE PLT ANNOUNCED OVER THE RADIO THAT HE WAS DISORIENTED AND WHEN ASST WAS OFFERED HE STATED, "I SURE COULD USE IT, YES." HE WAS GIVEN VECTORS BY APPROACH CONTROL AND TOLD TO STEER 260 DEGREES. WHEN ASKED HIS ALT HE DID NOT RESPOND. THE LAST RADAR CONTACT WAS IN THE VICINITY OF THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2822

4/29/84

WOODBURY,MN

A/C Reg. No. N6446V

Time (Lc1) - 1822 CDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
  3. WEATHER CONDITION - LOW CEILING
  4. WEATHER CONDITION - SNOW
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

5. WEATHER CONDITION - OBSCURATION
  6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  7. ALTITUDE - IMPROPER - PILOT IN COMMAND
  8. OBJECT - WIRE,STATIC
- 

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

-----

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2821

7/27/84

NEWFOLDEN, MN

A/C Reg. No. N8240H

Time (Lc1) - 0740 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire  
NONE

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - IMCO CALLAIR A-7

Eng Make/Model - LYCOMING O-540-B2B5

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 250 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

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

VIKING, MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 500

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER COMPLETING TWO PASSES OVER THE FIELD BEING SPRAYED. BEFORE TAKEOFF THE ACFT WAS LOADED WITH 80 GALS OF LIQUID INSECTICIDE. THE PLTS BROTHER, WHO WAS ACTING AS A FLAGMAN, SAID THAT THE ACFT "STARTED TO SPIRAL TO THE GROUND" AFTER ENTERING A RT TURN FROM ABOUT 100 FT AGL. THE BROTHER CONTINUED, "IT LOOKED PRETTY SMOOTH. THE PLANE'S ENG KEPT RUNNING NORMALLY UNTIL IT HIT." OTHER WITNESSES CONFIRMED THAT THE ACFT WAS UNDER POWER UNTIL THE "THUD." THERE WAS NO EVIDENCE TO SUPPORT MECHANICAL OR PHYSICAL REASONS FOR THE ACCIDENT. THE PLTS EXPERIENCE LEVEL WAS RECORDED ON AN APPLICATION FOR A MEDICAL EXAM ON 6/2/84 AS 500 FLT HOURS. ON 4/5/83 HE OBTAINED A FLT INSTRUCTOR CERT. THIS APPLICATION SHOWED A TOTAL TIME OF 257 HOURS AND PIC TIME OF 153 HRS. THE RECORDS TO SUPPORT AERIAL APPLICATION EXPERIENCE WERE NOT LOCATED. THE SEAT BELT WORN BY THE PLT DID NOT HAVE AN STC AND HAD SEPARATED ON BOTH SIDES OF THE CONNECTING BUCKLE.

Brief of Accident (Continued)

File No. - 2821

7/27/84

NEWFOLDEN, MN

A/C Reg. No. N8240H

Time (Lc1) - 0740 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
  2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  5. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

6. MISC EQPT/FURNISHINGS, SEAT BELT - FAILURE, TOTAL
- 

-----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. - 2911

8/16/84

MEDFORD, MN

A/C Reg. No. N2109C

Time (Lcl) - 1937 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries				
		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL					
Flight Conducted Under	-14 CFR 91					
Accident Occurred During	-LANDING					
		Crew	0	1	0	0
		Pass	1	0	0	0

-----Aircraft Information-----

Make/Model	- BELL HELICOPTER TEXTRON 206L-1	Eng Make/Model	- ALLISON 250-C28B
Landing Gear	- HIGH SKID	Number Engines	- 1
Max Gross Wt	- 2000	Engine Type	- TURBOSHAFT
No. of Seats	- 7	Rated Power	- 435 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- 004 KTS  
Visibility - 6.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MEDFORD, MN  
Destination  
OWANTONNA, MN

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 - DIRT  
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND  
HELICOPTER

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - 206L

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4012  
Last 24 Hrs - 5  
Make/Model- 205  
Last 30 Days- 18  
Instrument- 138  
Last 90 Days- 60  
Multi-Eng - 605  
Rotorcraft - 674

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

PLT STATED ENGINE FAILED DURING CRUISE AT AN ALT OF 500 TO 700 FT AGL. AUTOROTATION WAS ATTEMPTED. WITH COLLECTIVE FULL DOWN ROTOR RPM CONTINUED TO DECREASE WHILE THE PLT MAINTAINED 60 TO 70 KTS IN A DESCENT. ACFT TOUCHED DOWN WITH 40 TO 50 KTS FORWARD SPEED. ACFT SLID APRX 100 FT AND ROLLED OVER TO THE LEFT. THE ENGINE WAS INSPECTED AND NO EVIDENCE OF A PREIMPACT FAILURE OR MALFUNCTION WAS FOUND. PLT RECEIVED TRANSITION TRAINING FOR THIS ACFT IN OCTOBER 1982. AT THAT TIME IT WAS RECOMMENDED THE PLT RETURN FOR PROFICIENCY TRAINING IN 6 MONTHS. NO RECORD OF HAVING OBTAINED THIS TRAINING WAS FOUND.



Brief of Accident (Continued)

File No. - 2911

8/16/84

MEDFORD, MN

A/C Reg. No. N2109C

Time (Lcl) - 1937 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
  4. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
  5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
  6. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
  7. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

8. FLARE - INADEQUATE - PILOT IN COMMAND
  9. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #4        ROLL OVER  
Phase of Operation    LANDING - ROLL

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2968      10/16/84      BLUE EARTH,MN      A/C Reg. No. N5422M      Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	4

Type of Operation      -EXECUTIVE/CORPORATE

Flight Conducted Under      -14 CFR 91

Accident Occurred During      -LANDING

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model      - CESSNA 340

Landing Gear      - TRICYCLE-RETRACTABLE

Max Gross Wt      - 5975

No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-520

Number Engines - 2

Engine Type      - RECIP-FUEL INJECTED

Rated Power      - 310 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS

Method      - IN PERSON

Completeness      - UNK/NR

Basic Weather      - IMC

Wind Dir/Speed- 360/018 KTS

Visibility      - 2.000 SM

Lowest Sky/Clouds      -

Lowest Ceiling      - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation      - RAIN

Condition of Light      - DUSK

Itinerary

Last Departure Point

GREEN BAY,WI

Destination

FAIRMONT,MN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FAIRMONT

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 62

Biennial Flight Review

Current      - YES

Months Since      - 10

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 37712

Make/Model- 70

Instrument- 4740

Multi-Eng - 29304

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 147

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT WAS CLEARED FOR A VOR/DME APCH TO RWY 31. AS HE CONTINUED, HE INTERCEPTED A 12 MI ARC. HE STATED THAT WHEN HE APPLIED POWER TO LEVEL OFF AT 2800 FT MSL & NO POWER WAS AVAILABLE. HE MOVED THE MIXTURES TO FULL RICH, POSITIONED THE FUEL SELECTORS TO THE MAIN TANKS, TURNED ON THE FUEL PUMPS & CHECKED THE MAGNETO SWITCHES, BUT GOT NO RESPONSE. THE PLT THEN TURNED INTO THE WIND & ADVISED THE PASSENGERS TO PREPARE FOR A HARD LANDING. WHEN THE ACFT BROKE OUT OF THE CLOUDS, THE PLT SAW A CORN FIELD AHEAD & LANDED. DURING THE LANDING, THE ACFT COLLIDED WITH THE CORN & THE GEAR COLLAPSED ON WET TERRAIN. VIRTUALLY NO FUEL WAS FOUND IN THE AUX TANKS. THE MAIN TANKS WERE APRX 1/3 TO 2/3 FULL. NO PREIMPACT/MECHANICAL PROBLEMS WERE FOUND. BOTH ENGS WERE FUNCTIONALLY CHECKED & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2968

10/16/84

BLUE EARTH,MN

A/C Reg. No. N5422M

Time (Lc1) - 1730 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - CROP

Occurrence #4      GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET
8. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2829      11/05/84      PILLAGER,MN      A/C Reg. No. N45574      Time (Lcl) - 1915 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  
SUBSTANTIAL  
Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 150M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 025/007 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LITTLE FALLS,MN

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 -- 21

Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 65	Last 24 Hrs - UNK/NR
Make/Model-	28	Last 30 Days- UNK/NR
Instrument-	1	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF UPHILL ON A GRASS RWY THAT WAS DEW COVERED. THE FIELD WAS APRX 1600 FT LONG BORDERED BY 50-75 FT TREES. THE PLT STATED THAT DURING TAKEOFF ROLL THE ACFT LIGHTS WERE FLICKERING. HE SAID THAT THE ACFT WAS AIRBORNE APRX 300 FT BEFORE REACHING THE TREE LINE. ACCORDING TO HIS STATEMENT THE ACFT ENG LOST POWER IN THE CLIMB WHEN THE ACFT WAS ABOUT 20 FT FROM THE TREE LINE. THE ACFT CONTACTED AND REMAINED IN THE TREES. ON THE DAY FOLLOWING, THE ACFT WAS REMOVED FROM THE TREES; THE ENG WAS STARTED & RAN NORMALLY. THE PLT USED 20 DEGREES OF FLAPS FOR TAKEOFF. THE ACFT OPERATING HANDBOOK CALLED FOR 10 DEGREES OF FLAPS AND A TAKEOFF DISTANCE OF 1570 FT TO CLEAR A 50 FT OBSTACLE ON A DRY GRASS RWY. THE UNKNOWNNS INTRODUCED BY WET GRASS, UPHILL RWY & IMPROPER FLAP SETTING CANNOT BE CALCULATED ACCURATELY.

Brief of Accident (Continued)

File No. - 2829

11/05/84

PILLAGER,MN

A/C Reg. No. N45574

Time (Lcl) - 1915 CST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - WET
  2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
  3. TERRAIN CONDITION - UPHILL
  4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
  6. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

7. OBJECT - TREE(S)
  8. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2808      8/03/84      OCEAN SPRINGS, MS      A/C Reg. No. N90244      Time (Lc1) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	1	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND		0	0	1	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 337A	Eng Make/Model	- CONTINTNETAL IO-360-C/D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 210 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	OCEAN SPRINGS, MS		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	GULF PARK	
Wind Dir/Speed	- 120/005 KTS		Runway Ident	- 17
Visibility	- 6.0 SM	ATC/Airspace	Runway Lth/Wid	- 3500/ 50
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 10000 FT OVERCAST	Type of Clearance	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current	Total	- 2222
SE LAND, ME LAND	Months Since	Make/Model	- 4
	Aircraft Type	Instrument	- 733
		Multi-Eng	- 1785
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED, ROLLED INVERTED AND CRASHED INTO A HANGAR ROOF DURING AN ATTEMPTED GO-AROUND AFTER AN ABORTED LANDING. THE PLT HAD LANDED FOR REFUELING AND OFFERED A RIDE IN THE ACFT TO A PERSON THAT HELPED HIM DURING THE REFUELING. DURING THE FIRST LANDING APCH, AFTER TAKEOFF WITH THE ADDITIONAL WEIGHT OF 120 GALLONS OF FUEL AND A PAX, THE PLT USED FULL FLAPS ON FINAL AND THE ACFT DEVELOPED A HIGH SINK RATE THAT ENDED IN A HARD TOUCHDOWN AT THE END OF THE RWY. THE ACFT BOUNCED, ROTATED TO THE RIGHT AND VEERED OFF THE RIGHT OF THE RWY. WITNESSES SAID THAT THE NOISE LEVEL WAS CONSISTANT AT THIS TIME TO A LEVEL INDICATIVE OF FULL POWER ON BOTH ENGINES. THE ACFT THEN TURNED BACK TOWARD THE RWY AND BECAME AIRBORNE AT THE OPPOSITE EDGE OF THE RWY. THE ACFT THEN RECOESSED THE RWY TO THE RIGHT AND SLOWLY CLIMBED TO 150-200 FT AGL. ACCORDING TO THE PAX, A LOW TIME, NON-CURRENT STUDENT PLT, THE ACFT CONTINUED TO FLY AT A LOW ALT IN A NOSE HIGH ATTITUDE. SHORTLY THEREAFTER THE ACFT STALLED AND THE WING DUG INTO THE HANGAR.

Brief of Accident (Continued)

File No. - 2808

8/03/84

OCEAN SPRINGS, MS

A/C Reg. No. N90244

Time (Lcl) - 1830 CDT

Occurrence #1            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

6. GO-AROUND - IMPROPER - PILOT IN COMMAND
7. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - BUILDING(NONRESIDENTIAL)

-----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) 1,2,3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2899      10/20/84      PASCAGOULA, MS      A/C Reg. No. N38929      Time (Lcl) - 1802 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -OFFSHORE LOGISTICS	SUBSTANTIAL		Fatal	Serious
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Accident Occurred During -DESCENT		Other	0	0
			Minor	None
			1	0
			2	0
			1	0

-----Aircraft Information-----

Make/Model - BELL 222	Eng Make/Model - LYCOMING LTS 101-650-03	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 7850	Engine Type - TURBOSHAFT	
No. of Seats - UNK/NR	Rated Power - 317 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PASCAGOULA, MS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MAIN PASS 95, LA	
Wind Dir/Speed- 170/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5984
SE LAND, ME LAND	Months Since - 1	Make/Model- 217
HELICOPTER	Aircraft Type - 222	Instrument- 528
		Multi-Eng - 428
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 46
		Rotorcraft - 4123

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT SUSTAINED SUBSTANTIAL DAMAGE WHILE TAKING OFF FROM A BARGE DURING A FAR 135 MEDEVAC FLT. INVESTIGATION REVEALED THAT THE BARGE WAS PITCHING DUE TO ROUGH SEAS. AS THE ACFT LIFTED, THE REAR OF THE ACFT WAS STRUCK BY THE LANDING PLATFORM AS IT PITCHED FORWARD VIOLENTLY. THE MAIN ROTOR THAN STRUCK THE TAILBOOM.



Brief of Accident (Continued)

File No. - 2899

10/20/84

PASCAGOULA, MS

A/C Reg. No. N38929

Time (Lc1) - 1802 CDT

Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RISING
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - HIGH WIND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. VERTICAL TAKEOFF - IMPROPER - PILOT IN COMMAND
6. OBJECT - VEHICLE

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

7. OBJECT - OBJECT

----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. - 2863      11/02/84      BAY ST. LOUIS,MS      A/C Reg. No. N9315V      Time (Lcl) - 1845 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	1	2

-----Aircraft Information-----

Make/Model      - MOONEY M20C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2575  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A1D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 340/010 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 800 FT SCATTERED

Lowest Ceiling      - 2500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

ARLINGTON, TX

Destination

GULFPORT, MS

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

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      - 1342      Last 24 Hrs      - 3

Make/Model- 130      Last 30 Days- UNK/NR

Instrument- 81      Last 90 Days- 56

Instrument Rating(s)      - NONE

-----Narrative-----

PRIOR TO DEPARTING ON A FLT FROM ARLINGTON, TX, TO GULFPORT, MS, THE PLT STATED THAT HE CHECKED AND FOUND THE FUEL TANKS FULL. ABOUT 17 MILES FROM GULFPORT THE FUEL GAGE SHOWED A RAPID LOSS OF FUEL AT WHICH TIME THE PLT SWITCHED TANKS. TWO MINUTES LATER THERE WAS A TTL LOSS OF POWER. THE PLT WAS GIVEN INSTRUCTIONS AND HEADINGS TO NEARBY ARPT FOR AN EMERGENCY LANDING. WHEN THE PLT HAD THE ARPT IN SIGHT HE ENTERED A LEFT BASE AND FINAL FOR LANDING. THE ACFT LANDED ABOUT 1/2 MILE FROM THE RWY SUBSTANTIALLY DAMAGING THE ACFT. A POST ACCIDENT EXAMINATION SHOWED BOTH FUEL TANKS WERE EMPTY. A TEST RUN WAS MADE AFTER ADDING FUEL AND THE ENGINE RAN WITH NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2863

11/02/84

BAY ST. LOUIS,MS

A/C Reg. No. N9315V

Time (Lcl) - 1845 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. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE DOWN  
Phase of Operation      LANDING

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - WET

----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. - 2866      12/09/84      CONRAD,MT

A/C Reg. No. N96059

Time (Lc1) - 1630 MST

-----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 - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 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- 080/020 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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 - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45

Biennial Flight Review

Current - YES  
Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	164	Last 24 Hrs	-	UNK/NR
Make/Model	-	34	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	3

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED TAKEOFF WAS BEING MADE ON A DIRT TRAIL, HEADING 270 DEGREES, WITH A 20 KT HEADWIND. JUST PRIOR TO ROTATION WIND SHIFTED TO A DIRECTION FROM THE SOUTH-SOUTHWEST. ACFT DRIFTED OFF RIGHT SIDE OF TRAIL, CONTACTED A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2866

12/09/84

CONRAD, MT

A/C Reg. No. N96059

Time (Lcl) - 1630 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - DITCH

Occurrence #3      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2966

8/09/84

BANNER ELK, NC

A/C Reg. No. N6979F

Time (Lcl) - 1305 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
1	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150F  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 3

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 - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 340/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BANNER ELK, NC  
Destination  
ORLANDO, FL

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ELK RIVER  
Runway Ident - 30  
Runway Lth/Wid - 4600/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 28

Biennial Flight Review

Current - YES  
Months Since - 23  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	381	Last 24 Hrs	-	UNK/NR
Make/Model-	373	Last 30 Days-	10		
Instrument-	14	Last 90 Days-	12		

Instrument Rating(s) - NONE

-----Narrative-----

ACFT OBSERVED TO DEPART SHORT STRIP IN HI DENS ALT CONDITIONS, "WOBBLED INTO THE AIR." ACFT DID NOT CIRCLE FOR ALTITUDE, BUT HEADED STRAIGHT AHEAD TOWARD RISING TERRAIN "WINGS ROCKING" AT SLOW SPEED BEFORE RIGHT WING DROPPED AND ACFT COLLIDED WITH TERRAIN. NO MALFUNCTION OR FAILURE FOUND IN ACFT STRUCTURE, PWER PLANT OR SYSTEMS.

Brief of Accident (Continued)

File No. - 2966

8/09/84

BANNER ELK,NC

A/C Reg. No. N6979F

Time (Lc1) - 1305 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER DECISION,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - RISING
8. WEATHER CONDITION - HIGH DENSITY ALTITUDE
9. 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) 6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2986

9/25/84

KERNERSVILLE, NC

A/C Reg. No. N7CF

Time (Lcl) - 2146 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation - RESCUE  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - HOVER

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - BELL 206B  
Landing Gear - HIGH SKID  
Max Gross Wt - 3200  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 420 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
WINSTON-SALEM, NC  
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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, ATP, CFI  
SE LAND, ME LAND  
HELICOPTER, GLIDER

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - 206B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	12670	Last 24 Hrs - 1
Make/Model-	1870	Last 30 Days- 32
Instrument-	694	Last 90 Days- 109
Multi-Eng -	9780	Rotorcraft - 1896

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE DISMANTLING A WATER TOWER, AN IRON WORKER WAS SERIOUSLY INJURED & PINNED AS HE WAS REMOVING A PORTION OF A WATER TOWER LEG (APRX 92 FT AGL). THE HELICOPTER PLT RESPONDED TO THE EMERGENCY. THE ACFT WAS EQUIPPED WITH A MAKE-SHIFT SLING LINE TO RETRIEVE THE INJURED IRON WORKER. THE IRON WORKER DIED, BUT THE HELICOPTER PLT VOLUNTEERED TO CONTINUE WITH THE MISSION. THE PLT WAS NOT FAMILIAR WITH THIS TYPE OF OPERATION, BUT A PARAMEDIC WAS ON BOARD TO ASSIST. THE PARAMEDIC WAS NOT FAMILIAR WITH HELICOPTER OPERATIONS. SVRL QUARTZ HALOGEN LGTS WERE USED TO ILLUMINATE THE 4 WATER TOWER LEGS. AT THE PLT'S REQUEST, ALL BUT 1 WERE TURNED OFF TO KEEP FROM BLINDING THE PLT AS HE HOVERED OVER THE STRUCTURE AT NGT. THERE WAS NO DIRECT RADIO COMM BETWEEN THE PLT & GROUND PSNL, BUT THE PARAMEDIC WAS IN CONTACT WITH GROUND PSNL. WHILE HOVERING, THE HELICOPTER MOVED SLOWLY BACK TOWARD A LEG OF THE STRUCTURE. GROUND PSNL TRIED TO WARN THE PLT, BUT THE HELICOPTER HIT A WATER TOWER LEG, THEN CRASHED & BURNED.



Brief of Accident (Continued)

File No. - 2986

9/25/84

KERNERSVILLE, NC

A/C Reg. No. N7CF

Time (Lc1) - 2146 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation HOVER

Finding(s)

1. LIGHT CONDITION - NIGHT
2. UNSAFE/HAZARDOUS CONDITION - ATTEMPTED - PILOT IN COMMAND
3. CREW/GROUP COORDINATION - INADEQUATE -
4. AIR/GROUND COMMUNICATIONS - INADEQUATE -
5. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
6. OBJECT - HIGH OBSTRUCTION(S)
7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - OTHER CREW MEMBER
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

13. OBJECT - RESIDENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2980      10/11/84      MORGANTOWN, NC      A/C Reg. No. N2553A      Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	1	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-38-112  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 112 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 080/007 KTS  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - 25000 FT  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
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

SILVER CREEK  
Runway Ident      - 09  
Runway Lth/Wid      - 2900/ 200  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 24

Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	18
Make/Model-	18
Instrument-	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

N2553A WAS IN TRAFFIC PATTERN CONDUCTING TOUCH AND GO LANDINGS. N32828 WAS MANEUVERING BELOW THE TRAFFIC PATTERN AND WAS SEEN CLIMBING IN DIRECTION OF N2553A. N32828 WAS FLYING WESTERLY INTO THE SUN. N2553A WAS SEEN IN A SHALLOW LEFT TURN FROM CROSSWIND TO DOWNWIND. THE RIGHT OUTBOARD WING PANEL OF N2553A AND THE LEFT OUTBOARD WING PANEL OF N32828 COLLIDED.

Brief of Accident (Continued)

File No. - 2980

10/11/84

MORGANTOWN, NC

A/C Reg. No. N2553A

Time (Lcl) - 1800 EDT

-----  
Occurrence #1            MIDAIR COLLISION  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
  2. LIGHT CONDITION - SUNGLARE
  3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
  4. VISUAL LOOKOUT - REDUCED - PILOT OF OTHER AIRCRAFT
  5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  6. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

-----

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) 5,6

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2980      10/11/84      MORGANTON, NC      A/C Reg. No. N32828      Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CLIMB		Other 1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MORGANTON, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SILVER CREEK
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 200
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 155
SE LAND	Months Since - 0	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- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N2553A WAS IN TRAFFIC PATTERN CONDUCTING TOUCH AND GO LANDINGS. N32828 WAS MANEUVERING BELOW THE TRAFFIC PATTERN AND WAS SEEN CLIMBING IN DIRECTION OF N2553A. N32828 WAS FLYING WESTERLY INTO THE SUN. N2553A WAS SEEN IN A SHALLOW LEFT TURN FROM CROSSWIND TO DOWNWIND. THE RIGHT OUTBOARD WING PANEL OF N2553A AND THE LEFT OUTBOARD WING PANEL OF N32828 COLLIDED.

Brief of Accident (Continued)

File No. - 2980

10/11/84

MORGANTON, NC

A/C Reg. No. N32828

Time (Lc1) - 1800 EDT

Occurrence #1      MIDAIR COLLISION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
2. LIGHT CONDITION - SUNGLARE
3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
4. VISUAL LOOKOUT - REDUCED - PILOT OF OTHER AIRCRAFT
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CLIMB - TO CRUISE

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) 5,6

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2925      11/23/84      MURPHY, NC

A/C Reg. No. N11916

Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL

SUBSTANTIAL

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

2

0

Accident Occurred During -APPROACH

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 150L

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANDREWS, NC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Age - 47

Medical Certificate - UNK/NR

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 5273

Last 24 Hrs - 2

SE LAND

Months Since - 5

Make/Model- 2

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 935

Last 90 Days- 180

Multi-Eng - 1522

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT PLT INITIATED A GO-AROUND FROM A SIMULATED FORCED LANDING WHEN THE ENG FAILED TO RESPOND TO THE APPLICATION OF POWER. IN ORDER TO AVOID COLLIDING WITH TREES THE CFI TURNED RIGHT TOWARDS A CORN FIELD. GROUND IMPACT OCCURRED RIGHT WING LOW IN THE CORN FIELD. THE CFI STATED THAT THE GO-AROUND WAS BEGUN AT ABOUT 500 FT AND THAT A WIND SHEAR YAWED THE ACFT TO THE RIGHT DURING THE FLARE. ACCORDING TO THE STUDENT, THE GO-AROUND WAS INITIATED AT ABOUT HANGAR-TOP ALT AND THAT JUST PRIOR TO IMPACT THE STALL WARNING HORN SOUNDED AS THE RIGHT WING DROPPED TO THE GROUND. THE ENG WAS SUCCESSFULLY TEST RUN FOR 20 MINS UP TO A MAX RPM OF 2350.

Brief of Accident (Continued)

File No. - 2925

11/23/84

MURPHY, NC

A/C Reg. No. N11916

Time (Lcl) - 1100 EST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. SUPERVISION - POOR - PILOT IN COMMAND(CFI)

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

5. DESCENT - NOT CORRECTED - PILOT IN COMMAND(CFI)
6. STALL - NOT IDENTIFIED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2887      12/06/84      HAGWOOD STORE,NC      A/C Reg. No. N9476Y      Time (Lcl) - 1356 EST

-----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 - BEECH N35	Eng Make/Model - CONTINENTAL IO-470-N	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3135	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RALEIGH,NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MANTED,NC	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 600 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 600 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 380
SE LAND	Months Since - 9	Make/Model- 120
	Aircraft Type - BE-N35	Instrument- 43
		Last 24 Hrs - 0
		Last 30 Days- 5
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BROKE UP IN FLIGHT DURING AN UNCONTROLLED DESCENT IN INSTRUMENT METEOROLOGICAL CONDITIONS UNDER INSTRUMENT FLT RULES (IFR). AN IFR FLT PLAN WAS FILED. SHORTLY AFTER TAKEOFF THE PLT EXHIBITED & REPORTED PROBLEMS WITH ACFT HEADING CONTROL & SUBSEQUENTLY RADIOED HE HAD LOST CONTROL. INVESTIGATION REVEALED THAT THE PLT HAD ATTENDED BUT NOT COMPLETED AN INSTRUMENT TRAINING COURSE 2 MONTHS PRIOR TO THE ACCIDENT. THE TRAINING WAS CONDUCTED IN AN ACFT WITH A COMPASS CARD TYPE DIRECTIONAL HEADING INDICATOR. N9476Y HAD A HORIZONTALLY MOUNTED HEADING INDICATOR.



Brief of Accident (Continued)

File No. - 2887

12/06/84

HAGWOOD STORE,NC

A/C Reg. No. N9476Y

Time (Lcl) - 1356 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

1. HEADING INDICATOR - NOT UNDERSTOOD - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. FUSELAGE - OVERLOAD

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2902      12/18/84      CORNELIUS,NC      A/C Reg. No. N49534      Time (Lcl) - 1235 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	2	0

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA341G	Eng Make/Model - TURBOMECA 3A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3747	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 494 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GREENVILLE,SC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HELIPORT
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - METAL/WOOD
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2299
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 235
		Instrument- 344
		Multi-Eng - 500
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - 794

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITH THE EXECUTIVE VICE PRESIDENT OF THE COMPANY ACTING AS PIC AND THE COMPANY PLT ACTING AS CO-PLT, THE ACFT APPROACHED THE OPERATOR'S SLIGHTLY ELEVATED HELIPAD. ACCORDING TO PAX STATEMENTS, THE ACFT LANDED HARD, BOUNCED INTO THE AIR AND BEGAN SPINNING COUNTER-CLOCKWISE. THE CO-PLT ASSURED THAT FULL RIGHT PEDAL WAS APPLIED AND THEN TOOK OVER CONTROL FROM THE PIC. AFTER 3 TO 5 COMPLETE ROTATIONS, THE CO-PLT BOTTOMED THE COLLECTIVE AND LANDED RIGHT SKID FIRST ON THE UNEVEN TERRAIN. THERE WERE NO MECHANICAL MALFUNCTION REPORTED OR DISCOVERED. SURFACE WINDS WERE LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 2902

12/18/84

CORNELIUS, NC

A/C Reg. No. N49534

Time (Lcl) - 1235 EST

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. ABORTED LANDING - INITIATED - PILOT IN COMMAND
5. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. REMEDIAL ACTION - ATTEMPTED - COPILOT

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

8. EMERGENCY PROCEDURE - PERFORMED - COPILOT
9. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2914      12/21/84      TUXEDO, NC      A/C Reg. No. N32029      Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2	0
Accident Occurred During -MANEUVERING		Other	0	0	3	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 - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AUGUSTA,GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ASHEVILLE,NC	
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 48
SE LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - C-152	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE RECENTLY CERTIFIED PRIVATE PLT WAS UNDER A VFR FLT PLAN AND CONTINUED THE FLT INTO KNOWN ADVERSE WX CONDITIONS. WHILE ATTEMPTING TO MANEUVER THE ACFT OUT OF THE LOW CEILING, IT WAS FLOWN INTO THE HIGH TERRAIN.

Brief of Accident (Continued)

File No. - 2914

12/21/84

TUXEDO, NC

A/C Reg. No. N32029

Time (Lcl) - 1430 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2969      12/22/84      ROCKINGHAM, NC      A/C Reg. No. N3010S      Time (Lcl) - 0240 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-DESCENT		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150G	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/014 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 8000 FT BROKEN</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 GREENVILLE, NC</p> <p>Destination FAYETTEVILLE, NC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1855
SE LAND	Months Since - 14	Make/Model- 165
HELICOPTER	Aircraft Type - C-150M	Instrument- 133
		Multi-Eng - 11
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 29
		Rotorcraft - 1446

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON X-COUNTRY FLT, PLT WAS UNABLE TO OBTAIN FUEL AT EN ROUTE APRT. PLT FILED NEW FLT PLAN TO ALTERNATE FUEL STOP. ON ARRIVAL, PLT DECIDED HE HAD SUFFICIENT FUEL TO FLY ON TO ARPT NEARER DESTINATION AND OVERFLEW PLANNED STOP. SHORTLY THEREAFTER, DUE TO HEADWINDS, PLT REALIZED ARPT NEARER DESTINATION WAS BEYOND REMAINING FUEL RESERVES AND ATTEMPTED A LANDING AT A SMALL, UNLIGHTED MILITARY FIELD BUT SURFACE WINDS WERE TOO STRONG. PLT CONTINUED ON TO ARPT NEARER DESTINATION. FUEL EXHAUSTION OCCURRED ABOUT 8 MILES FROM ARPT. PLT ATTEMPTED EMERG LNDG ON ROAD AND STRUCK A POWER LINE ON LATE FINAL, SEPARATING EMPENNAGE. ACFT CRASH LANDED ON A ROAD.

Brief of Accident (Continued)

File No. - 2969

12/22/84

ROCKINGHAM, NC

A/C Reg. No. N3010S

Time (Lcl) - 0240 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - DISREGARDED - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. 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) 5,6

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. - 2859      11/19/84      ANTRIM,NH      A/C Reg. No. N4379N      Time (Lcl) - 0930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28RT-201T	Eng Make/Model	- CONTINENTAL TSIO-360-FB9	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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;">HAWTHORNE</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 3475/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1125</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 187</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 62</td> <td>Last 90 Days- 229</td> </tr> <tr> <td>Multi-Eng - 30</td> <td></td> </tr> </table>	Total - 1125	Last 24 Hrs - 3	Make/Model- 187	Last 30 Days- UNK/NR	Instrument- 62	Last 90 Days- 229	Multi-Eng - 30	
Total - 1125	Last 24 Hrs - 3									
Make/Model- 187	Last 30 Days- UNK/NR									
Instrument- 62	Last 90 Days- 229									
Multi-Eng - 30										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED, A WIND SHIFT OCCURRED ON SHORT FINAL RESULTING IN A SUDDEN UNCONTROLLABLE YAW TO THE LEFT. RIGHT AILERON AND FULL POWER WAS ADDED, HOWEVER, THE ACFT CONTACTED TREES BEFORE RECOVERY WAS MADE.



Brief of Accident (Continued)

File No. - 2859

11/19/84

ANTRIM, NH

A/C Reg. No. N4379N

Time (Lcl) - 0930 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)  
Phase of Operation      APPROACH - GO-AROUND (VFR)

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) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2984      11/26/84      WAGON MOUND,NM      A/C Reg. No. N2797Y      Time (Lcl) - 1300 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	1	0	0
Accident Occurred During	-DESCENT			3	0	0
					0	0

-----Aircraft Information-----

Make/Model	- CESSNA P206	Eng Make/Model	- CONTINENTAL TSIO-520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- IMC	Runway Ident	- N/A
Wind Dir/Speed-		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- PART OBS	Runway Status	- N/A
Lowest Ceiling	- OBSCURED		
Obstructions to Vision-	FOG		
Precipitation	- SNOW		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
PRIVATE	Current	- YES	Total	- 147	Last 24 Hrs	- UNK/NR
SE LAND	Months Since	- UNK/NR	Make/Model-	832	Last 30 Days-	6
	Aircraft Type	- UNK/NR	Instrument-	0	Last 90 Days-	259

Instrument Rating(s) - NONE

-----Narrative-----

PLT RECEIVED 3 WX BRIEFINGS BEFORE FLT AND INFORMED OF POSSIBILITY OF DIMINISHING CONDITIONS. ACFT COLLIDED WITH TERRAIN 1 1/2 MI FROM I-25 THAT GOES FROM RATON TO ALBUQUERQUE. LOCAL RESIDENTS DESCRIBED WX AT APRX TIME OF ACCIDENT AS HEAVY SNOW, HIGH WINDS, AND LOW VISIBILITIES.

Brief of Accident (Continued)

File No. - 2984

11/26/84

WAGON MOUND, NM

A/C Reg. No. N2797Y

Time (Lc1) - 1300 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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
5. WEATHER CONDITION - SNOW
6. - POOR - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
8. WEATHER CONDITION - HIGH WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

9. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6,9

Factor(s) relating to this accident is/are finding(s) 2,4,5,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2915      12/17/84      RATON,NM      A/C Reg. No. N365AA      Time (Lcl) - 1030 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -ARROWHEAD AIRWAYS, INC.	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	IN FLIGHT	Pass	0	0	0
Accident Occurred During -CRUISE					1

-----Aircraft Information-----

Make/Model - CESSNA 401A	Eng Make/Model - CONTINENTAL TSIO-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	NORTH PLATTE,NE	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	CREWS
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 60.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5550/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4256
SE LAND	Months Since - 8	Make/Model- 460
	Aircraft Type - UNK/NR	Instrument- 258
		Multi-Eng - 1038
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 2 HRS AFTER DEPARTURE, AT 13,000 FT, THE RIGHT ENG FUEL FLOW WENT TO ZERO. THE ENG CONTINUED TO OPERATE INDICATING 24 INCHES OF MANIFOLD PRESSURE. ALL OTHER INSTRUMENTS WERE NORMAL BUT WHAT LOOKED LIKE A BROWN STAIN DEVELOPED ON TOP OF THE RIGHT WING ALONG THE SPAR CAP NEAR THE TIP TANK. ARTCC WAS ADVISED THAT A PRECAUTIONARY LANDING WOULD BE MADE AT RATON AND A RAPID DESCENT WAS BEGUN. ON FINAL THE RIGHT ENG NACELLE AND WING LOCKER TURNED BROWN. AS THE ACFT LANDED FLAMES APPEARED ON THE RIGHT SIDE OF THE FUSELAGE AND SMOKE ENTERED THE CABIN. BOTH ENGS WERE SECURED AND BRAKES APPLIED. THE BRAKES WERE INOPERATIVE THEREFORE, THE PLT STEERED THE ACFT OFF THE RWY INTO A SNOW BANK COLLAPSING THE NOSE GEAR. WITHIN 15 MINS MOST OF THE WRECKAGE WAS CONSUMED BY THE FIRE. IGNITION SOURCE AND FIRE ORIGINATION POINT WERE NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2915

12/17/84

RATON,NM

A/C Reg. No. N365AA

Time (Lcl) - 1030 MST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS,FUEL FLOW GAGE - NO PRESSURE
2. ENGINE INSTRUMENTS,MANIFOLD PRESSURE GAGE - LOSS,PARTIAL

Occurrence #2      FIRE/EXPLOSION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

3. WING,SKIN - BURNED

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SNOWBANK
7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #5      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) 4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2811      8/04/84      ELY, NV

A/C Reg. No. N30394

Time (Lcl) - 2100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-CRUISE				
		Crew	1	0	0
		Pass	1	0	0

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -CRUISE

Fire                            ON GROUND

-----Aircraft Information-----

Make/Model        - CESSNA 177A  
Landing Gear       - TRICYCLE-FIXED  
Max Gross Wt       - 2500  
No. of Seats       - 4

Eng Make/Model - LYCOMING O-360-A2F  
Number Engines - 1  
Engine Type     - RECIPROCATING-CARBURETOR  
Rated Power     - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method             - N/A  
Completeness       - N/A  
Basic Weather       - UNK/NR  
Wind Dir/Speed- 160/018 KTS  
Visibility          - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling      - 8000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation       - NONE  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
SALT LAKE CITY, UT  
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)  
PRIVATE  
SE LAND

Age - 29  
Biennial Flight Review  
Current            - YES  
Months Since       - 5  
Aircraft Type      - C-177A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 177	Last 24 Hrs	- 1
Make/Model	- 38	Last 30 Days	- 4
Instrument	- 6	Last 90 Days	- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN DURING A NIGHT X-COUNTRY. NO FLT PLAN WAS FILED. RADIO COMMUNICATIONS WERE NORMAL DURING THE SHORT (40 MILE) FLT, UNTIL THE PLT WAS ASKED TO CHANGE TRANSPONDER CODES. THE TRANSPONDER SIGNAL CEASED INSTEAD. THE CRASH SITE WAS LOCATED ON THE WEST SLOPES OF A VALLEY RUNNING NORTH/SOUTH BETWEEN MT RANGES IN AN AREA CHARACTERIZED BY GENTLY RISING TERRAIN. AN ON-SCENE INVESTIGATION WAS CONDUCTED ON 3/1/85, ABOUT 7 MONTHS AFTER THE ACCIDENT. THE DELAY WAS DUE TO THE FAILURE IN LOCATING THE ACFT, WHICH BECAME OVERDUE (MISSING) ON 8/6/84. SKELETAL REMAINS OF THE PLT, FOUND 2 MILES FROM THE ACCIDENT SITE, MADE PATHOLOGICAL TESTS VERY DIFFICULT. HOWEVER, EVIDENCE OF A SKULL FRACTURE WAS PRESENT. THERE WAS NO EVIDENCE OF FIRE ON THE REMAINS OR CLOTHING OF THE PLT. THE PAX REMAINS WERE FOUND NEAR THE REAR COCKPIT AREA OF THE WRECKAGE AND THERE WAS SOME EVIDENCE OF FIRE INVOLVEMENT ON THE CLOTHING COVERING ON LOWER EXTREMITY.

Brief of Accident (Continued)

File No. - 2811

8/04/84

ELY, NV

A/C Reg. No. N30394

Time (Lc1) - 2100 PDT

Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4.        IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. WEATHER CONDITION - THUNDERSTORM
7. WEATHER CONDITION - LOW CEILING

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE - NORMAL

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9.        BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
10. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,9

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2846      12/19/84      TONOPAH, NV      A/C Reg. No. N51SA      Time (Lc1) - 0400 PST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage		Fatal	Injuries		
Name of Carrier	-HAWKINS AIR	SUBSTANTIAL			Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 402B TS	Eng Make/Model	- ALLISON 250C20B-17	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6525	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 400 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAS VEGAS, NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	RENO, NV	TONOPATH
Wind Dir/Speed - VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1900	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 1	Make/Model - 60	Last 30 Days - UNK/NR
	Aircraft Type - C-402B	Instrument - 100	Last 90 Days - 60
		Multi-Eng - 900	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 1600 FT MSL ON TOP OF CLOUDS, A LOSS OF POWER IN THE LEFT ENG OCCURRED. THE PLT ATTEMPTED TO RESTART THE ENG, BUT WAS UNABLE. HE FEATHERED THE ENG WHILE DIVERTING TO TONOPATH, NV. THE ACFT WOULD NOT MAINTAIN ALT USING 1 ENG. THE LAST REPORTED WX AT TONOPAH WAS 400 FT BROKEN, 800 FT OVERCAST. OVER TONOPAH, THE PLT MADE A DESCENDING SPIRAL IN IMC. DURING THE DESCENT, ICING CONDITIONS WERE ENCOUNTERED. THE ACFT BROKE OUT OF THE CLOUDS AT ABOUT 400 FT AGL (AT NIGHT), BUT THE PLT COULD NOT SEE THE ARPT. HE STILL COULD NOT MAINTAIN ALT & MADE A FORCED LANDING WITH THE GEAR RETRACTED. AN EXAM OF THE LEFT ENG REVEALED NO PREIMPACT FAILURE OR MALFUNCTION. AN EXAM OF THE LEFT FUEL SELECTOR BOWL REVEALED SIGNS OF MICROBIOLOGICAL GROWTH. ALSO, THERE WAS HEAVY MICROBIOLOGICAL GROWTH ON THE LEFT FUEL FILTER. WATER & MICROBIOLOGICAL GROWTH WERE FOUND IN THE LEFT FUEL TANK. STC SA117NW REQUIRED THE ADDITION OF ANTI-ICING & ANTI-BIOLOGICAL ADDITIVES TO THE FUEL. NO ADDITIVE WAS USED AT THE PREVIOUS REFUELING.



Brief of Accident (Continued)

File No. - 2846

12/19/84

TONOPAH, NV

A/C Reg. No. N51SA

Time (Lc1) - 0400 PST

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Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
  2. FLUID, FUEL - WATER
  3. FUEL SYSTEM, FILTER - BLOCKED(PARTIAL)
  4. FUEL SYSTEM - ICE
  5. FLUID, FUEL - STARVATION
  6. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

7. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  8. WEATHER CONDITION - CLOUDS
  9. WEATHER CONDITION - ICING CONDITIONS
  10. WING - ICE
  11. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - DETERIORATED
- 

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

12. LIGHT CONDITION - DARK NIGHT
  13. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 7,8,9,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2942      12/25/84      IMLAY,NV

A/C Reg. No. N9659P

Time (Lcl) - 1510 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

DESTROYED

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-18-150

Eng Make/Model - LYCOMING O-320-A2A

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1750

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/005 KTS

Visibility - 90.0 SM

Lowest Sky/Clouds - 25000 FT

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

IMLAY,NV

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Age - 53

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - NO

Total - 270

Last 24 Hrs - 2

SE LAND

Months Since - 0

Make/Model- 20

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 3

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS REPORTEDLY ENGAGED IN AERIAL COYOTE HUNTING, WITNESSES OBSERVED ACFT OF THIS DESCRIPTION FLYING LOW AND SLOW IN VICINITY BUT THERE WERE NO EYEWITNESSES TO THE CRASH. INVESTIGATION REVEALED ACFT IMPACTED GROUND UPRIGHT WITH HIGH VERTICAL DESCENT RATE. NO MALFUNCTION OR FAILURE FOUND IN ACFT STRUCTURE, POWER PLANT OR SYSTEMS.

Brief of Accident (Continued)

File No. - 2942

12/25/84

IMLAY, NV

A/C Reg. No. N9659P

Time (Lc1) - 1510 PST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      MANEUVERING

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL/SPIN - 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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2838      3/21/84      ONEONTA,NY      A/C Reg. No. N27886      Time (Lcl) - 1902 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 4	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-52BD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE		
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ONEONTA MUNI.
Wind Dir/Speed- 130/026 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3400/ 75
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 11699
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 12
	Aircraft Type - UNK/NR	Make/Model- 509
		Last 30 Days- 12
		Instrument- 24
		Last 90 Days- 12
		Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A WOODED AREA AFTER THE LOSS OF ENG POWER. THE WX WAS VMC. THE PLT MADE A MISSED APPROACH AFTER TRYING TO LAND ON RWY AT ONEONTA, AT 1838 HRS. LATER THE PLT RADIOED THAT HE WAS UNABLE TO "PICK UP" THE KRING BEACON. BOSTON CENTER VECTORED THE FLT TO THE AREA OF THE KRING BEACON. THE PLT THEN PROCEEDED TO QUESTION HIS POSITION. WHEN BOSTON TERMINATED RADAR SERVICE THE PLTS ANSWER WAS UNINTELLIGIBLE. NO FURTHER COMMUNICATIONS WERE RECEIVED FROM THE FLT. THE WRECKAGE WAS FOUND ABOUT 1/2 MILE FROM THE ARPT. THE LEFT FULL TANK SELECTOR WAS FOUND ON THE LEFT OUTBOARD TANK. THIS ACFT IS RESTRICTED TO LEVEL FLT FOR USE OF FUEL FROM THE OUTBOARD TANKS.

Brief of Accident (Continued)

File No. - 2838

3/21/84

ONEONTA, NY

A/C Reg. No. N27886

Time (Lc1) - 1902 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. FLUID, FUEL - STARVATION
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

Finding(s)

8. IFR PROCEDURE - NOT CORRECTED - PILOT IN COMMAND
9. LIGHT CONDITION - DARK NIGHT
10. TERRAIN CONDITION - HIGH TERRAIN
11. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2957      7/06/84      WOODSTOCK, NY      A/C Reg. No. N9519L      Time (Lcl) - 1425 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 170/005 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - 100 FT PART OBS</p> <p>Lowest Ceiling - 1000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BURLINGTON, VT</p> <p>Destination UNK/NR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - AA-5</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 621</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 44</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 8</p> <p>Last 90 Days- 16</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS ON A VFR PERSONAL FLIGHT. WITNESS ON MOUNTAIN SLOPE HEARD SOUNDS OF APPROACHING ACFT, OBSERVED BRIEF GLIMPSE OF ACFT WHEEL AND WING THROUGH CLOUD AND FOG ABOUT 100 FT AWAY, AT TREE-TOP LEVEL. A FEW SECONDS LATER. WITNESS HEARD ENG SOUND CEASE. INVESTIGATION SHOWED ACFT CUT A LEVEL SWATH THROUGH TREES DURING IMPACT SEQUENCE.

Brief of Accident (Continued)

File No. - 2957

7/06/84

WOODSTOCK, NY

A/C Reg. No. N9519L

Time (Lc1) - 1425 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG

-----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. - 2960      11/23/84      HASTINGS,NY      A/C Reg. No. N32473      Time (Lcl) - 1230 EST

-----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	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E3D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 140 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/008 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - 25000 FT  
Lowest Ceiling      - 25000 FT  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FAIRFIELD,NJ  
Destination  
FAIRFIELD,NJ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - VFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 29

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2300	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	100
Instrument-	20	Last 90 Days-	300

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS OCCUPYING RT FRONT SEAT, PAX IN LEFT. PLT STATED HE NOTED ENG OIL PRESS GAGE READING LOW AND, RECALLING PRIOR EMERG LNDG ON GOLF COURSE DUE OIL STARVATION, ELECTED PRECAUTIONARY LNDG ON GOLF COURSE. ACFT OVERSHOT INTENDED APPROACH. PLT INITIATED GO-AROUND BUT COLLIDED WITH TREES (185 FT HEIGHT). INVESTIGATION REVEALED GOLF FAIRWAYS SITUATED IN NARROW RAVINE SURROUNDED BY HIGH TERRAIN ALMOST IMPOSSIBLE AS A LNDG SITE." INSPECTION OF ENG REVEALED NO EVIDENCE MECHANICAL OR THERMAL DISTRESS INDICATIVE OF OIL LOSS. SMALL OIL SPOT FOUND WHERE ACFT FIRST STRUCK GROUND (#4 CYL ROCKER BOX OIL RETURN LINE SEPARATED AT CASE END). NO ABNORMALITIES FOUND IN POWER PLANT.



Brief of Accident (Continued)

File No. - 2960

11/23/84

HASTINGS,NY

A/C Reg. No. N32473

Time (Lcl) - 1230 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. ENGINE INSTRUMENT - MISREAD - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2862      10/23/84      SABLE ISLAND NS,      A/C Reg. No. N5488R      Time (Lcl) - 0307 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -FERRY	Fire	Crew 1	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - DE HAVILLAND DHC-4	Eng Make/Model - P&W R-2000-7M2	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 28500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1200 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 MARIA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	TETERBORO,NJ	Runway Ident - N/A
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - WATER
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - IFR	Runway Status - WET
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	WATER - CHOPPY
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - 50000
	Months Since - UNK/NR	Last 24 Hrs - 14
	Aircraft Type - UNK/NR	Make/Model- 5000
		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-----

PLT DITCHED ACFT IN ATLANTIC OCEAN FOLLOWING A LOSS OF POWER DUE TO FUEL EXHAUSTION. CO-PILOT STATED THEY WERE AWARE OF BAD WX ALONG THE ROUTE BUT THE PLT WAS ANXIOUS TO GET TO THEIR DESTINATION. HEADWINDS ENCOUNTERED EN ROUTE WERE STRONGER THEN EXPECTED. CO-PILOT STATED THEY HAD SHUT DOWN ONE OF THE ENGINES APRX 1/2 HOUR BEFORE THE DITCHING IN AN EFFORT TO CONSERVE FUEL.

Brief of Accident (Continued)

File No. - 2862

10/23/84

SABLE ISLAND NS,

A/C Reg. No. N5488R

Time (Lc1) - 0307 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION
7. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      DITCHING  
Phase of Operation      LANDING

Finding(s)

8. TERRAIN CONDITION - WATER, ROUGH

-----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) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2948      4/26/84      NORTH CANTON, OH      A/C Reg. No. N330L      Time (Lcl) - 1913 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-CHAUTAQUA AIRLINES, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	3	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	19	
Accident Occurred During	-TAXI							

-----Aircraft Information-----

Make/Model	- SHORT BROS. & HARLAND SD3-30	Eng Make/Model	- P&W PT6A-45B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- TURBOPROP		
No. of Seats	- 32	Rated Power	- 750 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	PITTSBURGH, PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AKRON CANTON
Wind Dir/Speed - 180/006 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5598/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 7000
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - 2863
		Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING NORMAL LNDG, PLT EXECUTED 180-DEGREE TURN ON RUNWAY, THEN TAXIED TO GATE. NORMAL GATE ARRIVAL MANEUVER IS A RIGHT 180-DEGREE TURN TO PRESENT LEFT SIDE OF ACFT TO GATE. AS ACFT PASSED THROUGH ABOUT 135 DEGREES OF THIS MANEUVER, HYDRAULIC WARNING LIGHTS ILLUMINATED AND BOTH NOSEWHEEL STEERING AND NORMAL BRAKING BECAME INOPERATIVE. PLT ATTEMPTED TO CONTINUE ARC OF TURN WITH DIFFERENTIAL POWER BUT RADIUS HAD INCREASED TO THE POINT THAT LEFT WING CONTACTED TERMINAL ROOF. INVESTIGATION SHOWED A TRAIL OF HYDRAULIC FLUID FROM THE POINT OF THE 280-DEGREE TURN ON THE RUNWAY TO POINT WHERE BRAKING ACTION WAS LOST. NOSEWHEEL STEERING HYD FLEX LINES SHOWED CHAFING OF EXTERNAL REINFORCEMENT BRAIDING AT BEND RADIUS WITH SUBSEQUENT RUPTURE OF WEAKENED TUBING WALL. RECORDS SHOWED 7000 LANDINGS SINCE LINE REPLACEMENT.

Brief of Accident (Continued)

File No. - 2948

4/26/84

NORTH CANTON, OH

A/C Reg. No. N330L

Time (Lc1) - 1913 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. HYDRAULIC SYSTEM, LINE - CHAFED
2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. MAINTENANCE, BALANCING - INADEQUATE - COMPANY MAINTENANCE PSNL
4. HYDRAULIC SYSTEM, LINE - BURST

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAXI - FROM LANDING

Finding(s)

5. FLUID, HYDRAULIC - LOSS, PARTIAL
6. LANDING GEAR, NOSEWHEEL STEERING - INOPERATIVE
7. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
8. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI - FROM LANDING

Finding(s)

9. CLEARANCE - INADEQUATE -
10. OBJECT - AIRPORT FACILITY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2941      5/08/84      HIGHLAND HGTS,OH      A/C Reg. No. N3833H      Time (Lcl) - 0733 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	CLEVELAND,OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TETERBORO,NJ	Runway Ident - N/A
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 700 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
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)
PRIVATE	Current - YES	Total - 270
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - PA28200	Make/Model- 16
		Last 30 Days- 7
		Instrument- 13
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO MINS AFTER TAKEOFF, ACFT IMPACTED TERRAIN LEFT WING DOWN, MEASURED 63 DEGREES NOSE DOWN, WELL LEFT OF DESIGNATED DEPARTURE COURSE. INVESTIGATION REVEALED NO MALFUNCTION OR FAILURE IN THE ACFT STRUCTURE, POWER PLANT OR SYSTEMS. PLT'S ACTUAL INSTRUMENT EXPERIENCE, BOTH TOTAL AND RECENT, COULD NOT DETERMINED FROM LOG BOOK SINCE PLT HAD USED INSTRUMENT DATA BLOCKS TO LOG CROSS-COUNTRY TIME. LAST VALID ENTRY FOR INSTRUMENT TIME SHOWED 3.4 HRS ACTUAL/24.9 HRS SIMULATED AS OF 10/10/81.

Brief of Accident (Continued)

File No. - 2941

5/08/84

HIGHLAND HGTS,OH

A/C Reg. No. N3833H

Time (Lc1) - 0733 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2955      7/31/84      TOLEDO, OH

A/C Reg. No. N85341

Time (Lcl) - 1148 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model	- BELL-OLYMPIC HELICOPTERS 47G2	Eng Make/Model	- LYCOMING VO-435-A1D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data

Wx Briefing            - NO RECORD OF BRIEFING  
Method                - N/A  
Completeness        - N/A  
Basic Weather        - VMC  
Wind Dir/Speed-      180/007 KTS  
Visibility            - 5.0 SM  
Lowest Sky/Clouds    - CLEAR  
Lowest Ceiling        - NONE  
Obstructions to Vision- NONE  
Precipitation        - NONE  
Condition of Light    - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance    - NONE  
Type Apch/Lndg       - CIRCLING  
STRAIGHT-IN

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)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 61  
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-----

THE HELICOPTER WAS BEING USED TO PHOTOGRAPH AN OFFICE BUILDING. THE PHOTOGRAPHER STATED THAT AFTER EACH FLT OF ABOUT 10 MIN, THE PLT FLEW THE HELICOPTER TO THE LEFT & CENTER OF THE LANDING PAD, A FEW FEET ABOVE THE GROUND, THEN MOVED THE ACFT SIDEWAYS TO THE CENTER OF THE PAD & SETTLED TO A LANDING. AT THE END OF THE 3RD FLT, HE USED THE SAME PROCEDURE. HOWEVER, AS THE HELICOPTER WAS MOVING SIDEWAYS, THE LEFT SKID STRUCK THE GROUND 3 TIMES A FEW FEET APART, THEN THE RIGHT SKID HIT THE GROUND & COLLAPSED. THE HELICOPTER THEN ROLLED ON ITS RIGHT SIDE & WAS IMMEDIATELY ENGULFED IN FLAMES. BOTH OCCUPANTS EXITED THE BURNING CRAFT, BUT THE PLT DIED APRX 2 WKS LATER FROM BURNS. NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. OTHER PLTS WHO FLEW THIS HELICOPTER STATED THAT IF THE CYCLIC CONTROL WAS BUMPED WITH THE ACFT CLOSE TO THE GROUND, THE PLT MAY BE UNABLE TO ADJUST QUICKLY ENOUGH TO PREVENT GROUND CONTACT.



Brief of Accident (Continued)

File No. - 2955

7/31/84

TOLEDO, OH

A/C Reg. No. N85341

Time (Lcl) - 1148 EDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND  
3. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND  
4. CYCLIC - DELAYED - PILOT IN COMMAND  
-----

Occurrence #3        ROLL OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2905

8/01/84

FINDLAY, OH

A/C Reg. No. N3743P

Time (Lc1) - 2048 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22-150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1840

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 280/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FINDLAY

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 - 21

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 17 Last 24 Hrs - 2

Make/Model- 17 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL TAKEOFF CLIMB AT AN ALT OF APRX 1400 FT MSL THE ENGINE QUIT. ATTEMPTS TO REGAIN POWER FAILED. THE ACFT NOSED OVER DURING A FORCED LANDING IN A CORN FIELD. POST ACCIDENT INVESTIGATION OF THE ENGINE REVEALED A BROKEN CARBURETOR HEAT LINKAGE ON THE CONTROL ROD. THE ENGINE WAS THEN STARTED AND IT RAN WITHOUT INTERRUPTION.

Brief of Accident (Continued)

File No. - 2905

8/01/84

FINDLAY, OH

A/C Reg. No. N3743P

Time (Lc1) - 2048 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. CARBURETOR HEAT CONTROL, PUSH/PULL ROD - FAILURE, TOTAL
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE DOWN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2951

11/02/84

COLUMBUS, OH

A/C Reg. No. N1289J

Time (Lcl) - 1745 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL AC-112A Eng Make/Model - LYCOMING IO-360-C1D6  
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1  
Max Gross Wt - 2650 Engine Type - RECIP-FUEL INJECTED  
No. of Seats - 4 Rated Power - 200 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 360/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBUS, OH

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

COLUMBUS INTERNATIONAL

Runway Ident - 28

Runway Lth/Wid - 6000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 66

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A MAIN GEAR COLLAPSE DURING A LANDING ROLL. THE PLT CLAIMED THAT THE ACFT SUFFERED A FAILURE OF THE ELECTRICAL SYSTEM SHORTLY AFTER INITIAL TAKEOFF. THE PLT LOWERED THE LNDG GEAR BUT WAS UNABLE TO ACHIEVE A GEAR DOWN & LOCKED INDICATION DUE TO THE ELECTRICAL FAILURE. THE RT MAIN GEAR COLLAPSED DURING LANDING. THIS WAS THE 1ST FLT SINCE AN ANNUAL INSPECTION DURING WHICH THE RT MAIN GEAR HYDRAULIC LINE WAS REPLACED. AFTER THE ACCIDENT, THE ACFT WAS JACKED UP ON THE RWY AND A BUNDLE OF SQUAT SWITCH WIRING FELL OUT OF THE WHEEL WELL. NO BUNDLE TIE WIRE WAS FOUND. AFTER THE ACFT WAS MOVED TO LANE AVIATION THE ENGINE WAS STARTED AND IT WAS DETERMINED THAT THE ALTERNATOR WAS NOT CHARGING. THE AMMETER INDICATED NO CHARGE OR DISCHARGE. WITH AN EXTERNAL JUMPER CABLE ATTACHED TO THE GEAR-UP RELAY A SUCCESSFUL GEAR RETRACTION WAS PERFORMED. AFTER THE BATTERY WAS CHARGED FROM AN EXTERNAL SOURCE, THE ALTERNATOR CAME ON LINE WITH 16.1 VOLTS BEFORE DROPPING OFF LINE AFTER APRX 2 MINS. THE ALTERNATOR PTS WERE PITTED & DIRTY. CLEANING DID NOT HELP.

Brief of Accident (Continued)

File No. - 2951

11/02/84

COLUMBUS, OH

A/C Reg. No. N1289J

Time (Lcl) - 1745 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ELECTRICAL SYSTEM - INOPERATIVE
3. ELECTRICAL SYSTEM, ALTERNATOR - IMPROPER
4. MAINTENANCE, ANNUAL INSPECTION - POOR - OTHER MAINTENANCE PNL
5. ELECTRICAL SYSTEM, BATTERY - DISABLED

Occurrence #2 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

6. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2833      11/03/84      DELAWARE,OH      A/C Reg. No. N4486V      Time (Lcl) - 1115 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	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - WELLS KR-2  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - UNK/NR  
No. of Seats      - 2

Eng Make/Model      - REVMaster 2100  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - UNK/NR

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 120/008 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  
DELAWARE,OH  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 49

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 223	Last 24 Hrs	- UNK/NR
Make/Model-	2	Last 30 Days-	UNK/NR
Instrument-	38	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE MADE A NORMAL TAKEOFF IN HIS HOME BUILT ACFT & STARTED TO CLIMB ON A FLT PATH THAT WENT OVER A WAREHOUSE. HE REPORTED THAT HE ENCOUNTERED A THERMAL & SEVERE TURBULENCE WHICH WERE CREATED BY THE WAREHOUSE. HE STATED THAT THIS CAUSED THE PLANE TO BANK STEEPLY TO ALMOST 90 DEG. THE PLT INITIATED CORRECTIVE ACTION, BUT THE ACFT WENT INVERTED & SUBSEQUENTLY CRASHED ONTO THE WAREHOUSE ROOF.

Brief of Accident (Continued)

File No. - 2833

11/03/84

DELAWARE, OH

A/C Reg. No. N4486V

Time (Lcl) - 1115 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - TURBULENCE
  3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2827

11/02/84

EL RENO, OK

A/C Reg. No. N5064L

Time (Lcl) - 1745 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB

Eng Make/Model - LYCOMING AEIO-360-H1A

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1800

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 2

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Itinerary

Last Departure Point

Airport Proximity

OFF AIRPORT/STRIP

Method - N/A

SAME AS ACC/INC

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- 150/007 KTS

Visibility - 20.0 SM

ATC/Airspace

Runway Ident - N/A

Lowest Sky/Clouds - CLEAR

Type of Flight Plan - NONE

Runway Lth/Wid - N/A

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Surface - N/A

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Runway Status - N/A

Precipitation - NONE

Condition of Light - DAYLIGHT

-----Personnel Information-----

Pilot-In-Command

Age - 27

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL, ATP, CFI

Current - YES

Total - 3500

Last 24 Hrs - 4

SE LAND, ME LAND

Months Since - 18

Make/Model- 15

Last 30 Days- 34

Aircraft Type - HF 32

Instrument- 225

Last 90 Days- 92

Multi-Eng - 1510

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DESTROYED ON IMPACT WITH THE GROUND AFTER BEING OBSERVED BY GROUND WITNESSES TO GO OUT OF CONTROL DURING AN AEROBATIC MANEUVER. THERE WAS A DIFFERENCE OF OPINIONS AS TO WHAT HAPPENED. ONE WITNESS DESCRIBED THE GROUND COLLISION HAVING BEEN FROM AN INVERTED ATTITUDE. TWO OTHERS STATED THAT THE ACFT ROLLED RIGHT-SIDE-UP AND LOOPED, DIVING INTO THE GROUND. THE PLT WAS EXPERIENCED AVIATOR, BUT HAD LITTLE AEROBATIC EXPERIENCE. HIS LOG INDICATED NO AEROBATIC TRAINING. HE HAD LOGGED 8 FLTS IN THE ACCIDENT ACFT AND PRACTICED AEROBATICS ON 2 OF THOSE FLIGHTS. THE ACFT IS CAPABLE OF INVERTED FLT FOR 2 MINUTES. A PRECAUTION NOTES THAT AFTER INVERTED FLT, ONE MINUTE POSITIVE "G" FLT MAYBE REQUIRED TO REFILL AN EXHAUSTED HEADER FUEL TANK.



Brief of Accident (Continued)

File No. - 2827

11/02/84

EL RENO,OK

A/C Reg. No. N5064L

Time (Lcl) - 1745 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. AEROBATICS - INITIATED - PILOT IN COMMAND
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
  3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  4. JUDGEMENT - POOR - 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. - 2802      11/11/84      FAIRVIEW,OK      A/C Reg. No. N91047      Time (Lcl) - 1457 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -AIR SHOW  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - NORTH AMERICAN SNJ-5  
Landing Gear      - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt      - 5300  
No. of Seats      - 2

Eng Make/Model      - P&W R-1340-AN-1  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 600 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  
FAIRVIEW,OK  
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)  
ATP  
SE LAND,ME LAND,SE SEA

Age - 40  
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      - 8000  
Make/Model      - 500  
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 WAS ENGAGED IN PERFORMING AT AN AIR SHOW WHEN RECOVERY FROM A LEFT AILERON ROLL AT APRX 300 FT AGL WAS COMPLETED TO AN UPRIGHT ATTITUDE, HOWEVER, THE ACFT NOSE DROPPED AND THE ACFT TURNED 45 DEGREES TO THE RIGHT OF THE RWY HEADING. IT THEN IMPACTED THE GROUND IN A SHALLOW DIVE WITH THE RT WING LOW. THE ACFT BOUNCED AND SLID ALONG FOR 345 FT BEFORE STOPPING IN A PLOWED FIELD. A FABRIC BAG CONTAINING A FLT HELMET, FLASHLIGHT, GLOVES, SCARF, AND OTHER CLOTH AND PAPER ITEMS AND A TAPE PLAYER. THIS BAG WAS FOUND LYING LOOSE IN THE FRONT SEAT. THE PLT TOLD THE AIR SHOW ANNOUNCER THE HE (THE PLT) WOULD BE COORDINATING HIS FLT TO THE SYNCHRONIZED MUSIC. THIS WAS THE FIRST TIME THIS HAD BEEN DONE ACCORDING TO THE NARRATOR.

Brief of Accident (Continued)

File No. - 2802

11/11/84

FAIRVIEW,OK

A/C Reg. No. N91047

Time (Lc1) - 1457 CST

-----  
Occurrence            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - MOVEMENT RESTRICTED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2847

11/16/84

AURORA,OR

A/C Reg. No. N5276Y

Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -STANDING

Fire  
ON GROUND

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-23-250

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5200

No. of Seats - 6

Eng Make/Model - LYCOMING O-540-AID5

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 250 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

AURORA STATE

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI

SE LAND,ME LAND,SE SEA

Age - 64

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9750

Make/Model- 410

Instrument- 595

Multi-Eng - 750

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 118

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CAUGHT FIRE DURING START. THE FAA INSPECTORS SAID THAT AD 72-11-01 HAD NOT BEEN FOLLOWED IN COMPLIANCE.

Brief of Accident (Continued)

File No. - 2847

11/16/84

AURORA,OR

A/C Reg. No. N5276Y

Time (Lcl) - 1130 PST

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Occurrence

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. MAINTENANCE, COMPLIANCE WITH AD - NOT FOLLOWED - 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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2956

3/08/84

MEADVILLE, PA

A/C Reg. No. N96286

Time (Lcl) - 1402 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -EXECUTIVE/CORPORATE

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172Q  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4N  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 040/012 KTS

Visibility - 13.0 SM

Lowest Sky/Clouds - 100 FT

Lowest Ceiling - 100 FT OBSCURED

Obstructions to Vision- BLOWING SNOW

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BENNINGTON, VT

Destination

YOUNGSTOWN, OH

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - 310P

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4476

Make/Model- 279

Instrument- 621

Multi-Eng - 1770

Last 24 Hrs - 9

Last 30 Days- 82

Last 90 Days- 207

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLTS WERE BRIEFED ON SNOWSTORM ADVANCING TOWARD DESTINATION, DEPARTED IN HOPE OF ARRIVING AHEAD OF WX. ENCOUNTERING IMC CONDITIONS (SNOW) ENROUTE, PLT FILED IFR AND CONTINUED. COMMUNICATIONS TRANSCRIPT INDICATES THAT WHEN ENG BEGAN TO LOSE POWER, PLT USED CARB HEAT TO REMEDY, ALTHOUGH CONDITIONS NOT CONDUCTIVE TO CARB ICE. POWER WAS REGAINED. THEN LOST TOTALLY, PARTIALLY REGAINED, THEN LOST FINALLY AND TOTALLY DURING EMERGENCY DESCENT. INVESTIGATION SHOWED THAT DURING APPARENT LANDING ATTEMPT IN OPEN FIELD IN SNOWSTORM, RIGHT WINGTOP MADE INITIAL IMPACT WITH TERRAIN AND ACFT CARTWHEELED TO A STOP, SUSTAINING OTHER DAMAGE. COCKPIT SHOWED RIGHT-TO-LEFT OCCUPANT CONTACT WITH INSTRUMENT PANEL. ENG INDUCTION AIR FILTER WAS FOUND TO BE TOTALLY BLOCKED WITH IMPACTED SNOW. IMPACTED SNOW AND ICE FOUND BETWEEN COLLING FINS OF #1 AND #2 CYLINDERS AND CARB HEAT INTAKE, AS WELL AS AROUND STARTER, ALTERNATOR, BELTS AND OTHER ENG FWD EEXTERIOR SURFACES.

Brief of Accident (Continued)

File No. - 2956

3/08/84

MEADVILLE, PA

A/C Reg. No. N96286

Time (Lcl) - 1402 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND(CFI)
2. WEATHER CONDITION - SNOW

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE

Finding(s)

3. FUEL SYSTEM, RAM AIR - BLOCKED(TOTAL)

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

4. LEVEL OFF - NOT ATTAINED - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - OPEN FIELD
6. TERRAIN CONDITION - SNOW COVERED
7. WEATHER CONDITION - OBSCURATION
8. WEATHER CONDITION - SNOW
9. WEATHER CONDITION - WHITEOUT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2947      9/22/84      UNIONVILLE, PA      A/C Reg. No. N79K      Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-KEYSTONE HELICOPTER CORP.	Fire	Substantial	Fatal		Injuries		
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER					Serious	Minor	None
Flight Conducted Under	-14 CFR 135				Crew	0	0	2
Accident Occurred During	-LANDING				Pass	0	0	6
					Other	0	1	5
								0

-----Aircraft Information-----

Make/Model	- SIKORSKY S-76A	Eng Make/Model	- ALLISON A250C30S	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- TURBOSHAFT		
No. of Seats	- 8	Rated Power	- 650 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	COATESVILLE, PA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC			
Wind Dir/Speed	- 160/003 KTS			Runway Ident	- N/A
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ON APPROACH, ACFT YAWED RIGHT. PLT REDUCED POWER AND EXECUTED EMERG LNDG. BEFORE SHUTDOWN, IT WAS NOTED THE T/R WAS STATIONARY WHILE THE MAIN ROTOR CONTINUED TO TURN. INVESTIGATION REVEALED T/R DRIVE SHAFT HAD SEPARATED DUE TO THERMAL/MECHANICAL DAMAGE INCURRED BY CONTACT WITH ENGINE FIREWALL. FURTHER INVESTIGATION REVEALED THAT A FIREWALL MODIFICATION HAD BEEN DESIGNED WHICH INCLUDED A DOUBLER STRIP AT THE FWD AND AFT FIREWALL SECTION CONNECTION. PRESENCE OF DOUBLER WOULD DECREASE CLRNC BETWEEN FIREWALL AND T/R SHAFT. IT WAS FURTHER DETERMINED THAT, DURING INSTALLATION, THE FWD FIREWALL SECTION, TO WHICH THE DOUBLER IS ATTACHED, WAS MISPOSITIONED WITH RESULT THAT CLRNC WAS REDUCED TO NIL. COMPONENTS CAME INTO CONTACT DURING OPERATIONS.



Brief of Accident (Continued)

File No. - 2947

9/22/84

UNIONVILLE, PA

A/C Reg. No. N79K

Time (Lcl) - 1130 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE INSTALLATION, FIRE SHIELD - CHAFED
2. MAINTENANCE, DESIGN CHANGE - INADEQUATE - MANUFACTURER
3. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
4. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - CHAFED
5. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING

Finding(s)

6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2974      10/03/84      REINHOLDS, PA      A/C Reg. No. N77AR      Time (Lcl) - 0930 EDT

-----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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4000	Engine Type - TURBOFAN	
No. of Seats - 7	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	LANCASTER, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	READING, PA	
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 8882
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model- 257
HELICOPTER	Aircraft Type - 35	Instrument- 40
		Multi-Eng - 3700
		Last 24 Hrs - 4
		Last 30 Days- 82
		Last 90 Days- UNK/NR
		Rotorcraft - 229

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT FELT VIBRATION IN ANTI-TORQUE PEDALS FOLLOWED BY A SERIES OF LOUD BANGS COMING FROM THE TAIL SECTION. PLT INITIATED PRECAUTIONARY LANDING DURING WHICH TAIL ROTOR EFFECTIVENESS. DURING THE "POWER OFF" RUN ON LANDING MAIN ROTOR BLADES CONTACTED THE TAIL BOOM. POST ACCIDENT EXAMINATION OF THE TAIL ROTOR DRIVESHAFT ASSEMBLY DISCLOSED THE SECOND TAIL ROTOR DRIVE SHAFT SEGMENT FAILED AFTER ONE BOLT FROM THE REAR THOMAS COUPLER DISCONNECTED. EXAMINATION OF THE BOLT HOLES REVEALED THREAD IMPRINTS. THE BOLT AND NUT WERE NOT FOUND

Brief of Accident (Continued)

File No. - 2974

10/03/84

REINHOLDS, PA

A/C Reg. No. N77AR

Time (Lc1) - 0930 EDT

-----  
Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, PARTIAL
  2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #3            HARD LANDING  
Phase of Operation      LANDING - ROLL

Finding(s)

5. FLARE - NOT PERFORMED - PILOT IN COMMAND
  6. RUN ON 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) 2,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2851      11/10/84      CONYNGHAM, PA      A/C Reg. No. N29642      Time (Lc1) - 1115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BL-65	Eng Make/Model - LYCOMING O-145-B1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAZLETON, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 17	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Make/Model- 323
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE AN EMERGENCY LANDING IN A PLOWED FIELD FOLLOWING A LOSS OF POWER. DURING THE LANDING, THE LEFT STRUT & RIGHT WING TIP WERE DAMAGED. NO REASON FOR THE LOSS OF POWER WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2851

11/10/84

CONYNGHAM, PA

A/C Reg. No. N29642

Time (Lc1) - 1115 EST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)  
2. TERRAIN CONDITION - SOFT  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2806      9/05/84      PROVIDENCE,RI      A/C Reg. No. N15805      Time (Lcl) - 0720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
1

-----Aircraft Information-----

Make/Model      - PIPER PA-32-300  
Landing Gear      - TRICYCLE-FIXED.  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model - LYCOMING IO-540-K1A5  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 260 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      - 25.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PRUDENCE ISLAND,RI  
Destination  
PROVIDENCE,RI

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data  
T.F. GREEN

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
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-----

THE ACFT LANDED HARD. A 6120.1 PLT/OPER REPORT WAS NOT FILED BY THE PLT. THE PLT WAS NOT INJURED IN THIS ACCIDENT BUT WAS FATALLY INJURED IN AN ACCIDENT LATER THE SAME MONTH 09/84.

Brief of Accident (Continued)

File No. - 2806

9/05/84

PROVIDENCE, RI

A/C Reg. No. N15805

Time (Lcl) - 0720 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2861

9/30/84

LITTLE COMPTON, RI

A/C Reg. No. N4272Y

Time (Lcl) - 0810 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	6

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - RAVEN S-66A  
Landing Gear - N/A  
Max Gross Wt - 1600  
No. of Seats - UNK/NR

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 010/008 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - 12000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WESTPORT, MA  
Destination  
LITTLE COMPTON, RI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
NONE  
FREE BALLOON

Age - UNK/NR

Biennial Flight Review

Current - YES  
Months Since - 8  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	670	Last 24 Hrs -	0
Make/Model-	205		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	83

Instrument Rating(s) - NONE

-----Narrative-----

PLT BRUSHED BASKET AGAINST TREE TOPS AND BUSHES TO SLOW THE BALLOONS FORWARD SPEED. PLT PULLED DEFLATION PORT APRX 10 FT AGL OVER A MOWN HAY FIELD WITH AN 8-10 MPH HORIZONTAL, 100 FPM VERTICAL SPEED. BASKET BOUNCED AND GUST OF WIND CAUGHT DEFLATING ENVELOPE TIPPING THE BASKET CAUSING THE EDGE OF THE BASKET TO CONTACT THE GROUND FIRST. THE FLOOR OF THE BASKET WAS PULLED AWAY FROM THE SIDE WALLS OF THE BASKET. DURING THE FOLLOWING DRAG, SEVERAL PASSENGERS SLIPPED OUT OF THE SIDE OF THE BASKET.



Brief of Accident (Continued)

File No. - 2861

9/30/84

LITTLE COMPTON, RI

A/C Reg. No. N4272Y

Time (Lc1) - 0810 EDT

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. BALLOON EQUIPMENT, BASKET - FAILURE, PARTIAL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2995      10/26/84      PROVIDENCE,RI      A/C Reg. No. N45397      Time (Lcl) - 1843 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 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 150M	Eng Make/Model - CONTINENTAL O-200-A4B	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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	PROVIDENCE,RI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	PRUDENCE ISLAND,RI	Runway Ident - N/A
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - SPECIAL VFR	Runway Status - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4950
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - 500	Make/Model- UNK/NR
		Instrument- 498
		Multi-Eng - 881

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT COLLIDED WITH THE WATERS OF NARRAGANSETT BAY AT A LOCATION APRX 1 MILE FROM BOYS TOWN ARPT (DESTINATION OF RECORD), IN WATER APRX 8 FT DEEP. THE WX WAS IMC AT DEPARTURE (1845 EDT) AND THE ATP INSTRUMENT RATED PLT HAD REQUESTED AND BEEN GRANTED A SPECIAL VFR CLEARANCE OUT THE CONTROL ZONE TO THE SOUTHEAST. THE CONTROLLER LATER STATED THAT HE AND ANOTHER FAA EMPLOYEE ON DUTY HAD DISCUSSED THE REQUEST FOR SPECIAL CLEARANCE AND HAD EXPRESSED SKEPTICISM AT A SVFR OPERATION IN THE EXISTING WX CONDITIONS. ATTEMPTS BY THE FAA CONTROLLERS TO OBTAIN MORE CURRENT WX AT QUONSET STATE & NEWPORT STATE ARPTS WERE UNSUCCESSFUL. QUONSET TWR DID ACKNOWLEDGE THAT A 1 AND 1/2 MILE VISIBILITY EXISTED AT THE ARPT AT TIME OF ACKNOWLEDGEMENT. THIS INFO WAS PASSED TO THE PLT OF N45397 PRIOR TO DEPARTURE. THE ACFT WAS TRACKED ON BRITE RADAR OUT THE CONTROL ZONE. THE ACFT WAS CALLED IN AS OVERDUE AT 2354 GMT (APRX 1 HR AFTER DEPARTURE). WHEN THE ACFT WAS LOCATED THE NEXT MORNING, DIVERS FROM THE CG FOUND A FEMALE BODY IN THE ACFT. THE DROWNED PLT WAS FOUND ON A BEACH 11/11

Brief of Accident (Continued)

File No. - 2995

10/26/84

PROVIDENCE, RI

A/C Reg. No. N45397

Time (Lcl) - 1843 EDT

Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2857      11/15/84      WESTERLY, RI      A/C Reg. No. N3210J      Time (Lc1) - 1550 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -INSTRUCTIONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0              0  
0              0

None  
1  
0

-----Aircraft Information-----

Make/Model    - CESSNA 150G  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 1600  
No. of Seats   - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A

Basic Weather   - VMC

Wind Dir/Speed- 250/010 KTS

Visibility      - 20.0    SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling   - NONE

Obstructions to Vision- NONE

Precipitation    - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance   - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

WESTERLY STATE

Runway Ident      - 25

Runway Lth/Wid   - 4000/ 100

Runway Surface    - ASPHALT

Runway Status     - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 46

Biennial Flight Review

Current            - N/A

Months Since      - N/A

Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total            - 57      Last 24 Hrs - 1

Make/Model- 57      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING A LANDING, THE ACFT BOUNCED & TOUCHED DOWN HARD ON THE NOSEWHEEL. THE NOSE GEAR COLLAPSED & THE RIGHT WING & PROP WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2857

11/15/84

WESTERLY, RI

A/C Reg. No. N3210J

Time (Lcl) - 1550 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2816      8/17/84      CONWAY, SC      A/C Reg. No. N29276      Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	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 - CESSNA 210L	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - YES/YES
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 - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	FLORENCE, SC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CONWAY, SC	CONWAY-HORRY CO.
Wind Dir/Speed- 020/002 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3710/ 60
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- HAZE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - UNK/NR	Total - 1925
SE LAND, ME LAND, ME SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 225
		Last 90 Days- 300
		Multi-Eng - 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES AND AFTER A LOSS OF POWER DURING FINAL APCH. PLT REPORTED THE ACFT HAD 70 GALLONS OF AVGAS ONBOARD AT DEPARTURE FROM CONWAY, SC, AT 0900 EDT. THE PROPOSED FLT FROM CONWAY TO FLORENCE, SC, AND BACK TO CONWAY WAS A DISTANCE OF 72 NM. DURING THE APCH ON THE RETURN TO CONWAY, THE PLT REPORTED THAT SHE REDUCED POWER TO 13" HG MANIFOLD PRESSURE AND SLOWED THE ACFT TO 120 KTS AT AN ALT OF 850 FT. FLAPS WERE LOWERED TO 10 DEGREES AND THE PLT REPORTEDLY WA GOING TO ADD POWER. FULL THROTTLE WAS REPORTEDLY APPLIED BUT THE POWER WENT TO IDLE. A TURN TO FINAL WAS IMMEDIATELY MADE AND BEST GLIDE WAS SAID TO HAVE BEEN ESTABLISHED. UPON REALIZING THAT THE RWY WAS NOT GOING TO BE REACHED, THE SWITCHES AND MIXTURE WERE CUT. POST ACCIDENT CHECKS VERIFIED FUEL LINE CONTINUITY. APRX 2 OUNCES OF FUEL WERE DRAINED FROM THE LEFT FUSELAGE HEADER TANK AND APRX 32 OUNCES FROM THE RIGHT. THE FUEL TANK SELECTOR WAS POSITIONED ON THE LEFT TANK. ENGINE RUN-UP DISCLOSED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2816

8/17/84

CONWAY, SC

A/C Reg. No. N29276

Time (Lc1) - 1030 EDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation        APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation        DESCENT - EMERGENCY

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2807      8/22/84      EASTOVER, SC      A/C Reg. No. N927OR      Time (Lcl) - 1640 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
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-23  
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- 090/006 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ST. CHARLES, SC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1700  
Make/Model- 550.  
Instrument- 42  
Last 24 Hrs - 5  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING A TURN-AROUND. THE HOPPER DUMP VALVE ON THE ACFT WAS FOUND CLOSED AFTER THE ACCIDENT. THE FUEL TANKS WERE REPORTEDLY FULL (54 GALLON CAPACITY) AND 120 GALS OF BENLATE, A NON-TOXIC LIQUID HERBICIDE HAD BEEN LOADED ABOARD N927OR PRIOR TO DEPARTURE. THE ACFT WAS SEEN IN THE VICINITY OF THE ACCIDENT AREA AFTER IT ARRIVED ON THE SCENE BUT NO ONE ACTUALLY REPORTED SEEING THE CRASH OR THE FINAL SWATH RUN. THE FLT WAS OPERATED WITHOUT THE ASSISTANCE OF GROUND PERSONNEL. THE WRECKAGE PATH AND THE POSITION OF THE WRECKAGE RELATIVE TO THE FIELD WERE CONSISTENT WITH THE PATTERN EXPECTED FROM A CRASH FOLLOWING A TURN-AROUND MANEUVER AFTER THE PILOT MADE A WEST-TO-EAST RUN. NO MECHANICAL OR PHYSICAL DISCREPANCIES WERE FOUND THAT WERE CONSIDERED CONTRIBUTORY TO THE ACCIDENT. ALL DAMAGES NOTED TO THE AIRFRAME WERE DETERMINED TO BE IMPACT RELATED. THE CAGE AROUND THE PLTS COCKPIT WAS INTACT REVEALING NO IMPACT DAMAGE. PLTS SEATBELT AND SHOULDER HARNESS HARDWARE WAS INTACT. HOWEVER THE FABRIC BELTS WERE CONSUMED BY FIRE.



Brief of Accident (Continued)

File No. - 2807

8/22/84

EASTOVER, SC

A/C Reg. No. N9270R

Time (Lc1) - 1640 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
  4. LOAD JETTISON - NOT USED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT - UNCONTROLLED

-----

Occurrence #3            FIRE  
Phase of Operation       OTHER

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2918

9/16/84

CHERAW, SC

A/C Reg. No. N14217

Time (Lc1) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHERAW, SC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

CHERAW MUNICIPAL

Runway Ident - 07

Runway Lth/Wid - 3400/ 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)

PRIVATE

SE LAND, ME LAND

Age - 55

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1300

Make/Model- 700

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, AFTER 100 TO 150 FT OF LANDING ROLL THE RIGHT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2918

9/16/84

CHERAW, SC

A/C Reg. No. N14217

Time (Lcl) - 1730 EDT

---

Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN 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. - 2814      9/23/84      SALUDA, SC      A/C Reg. No. N9339F      Time (Lcl) - 1630 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  
DESTROYED  
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 269B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-A1A  
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- 330/005 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SALUDA, SC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity  
ON AIRSTRIP

Airport Data

ETHEREDGE AIR-STRIP  
Runway Ident - 30  
Runway Lth/Wid - 1700 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
ME LAND, ME SEA  
HELICOPTER

Age - 24  
Biennial Flight Review  
Current - YES  
Months Since - 19  
Aircraft Type - 47

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 533  
Make/Model- 127  
Instrument- 30  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 199  
Rotorcraft - 374

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING AN ATTEMPTED PRACTICE AUTOROTATION AFTER POWER WAS APPLIED TO EFFECT A RECOVERY. THE CFI, ON THE FLT, STATED THAT HE NOTICED THAT THE STUDENT WAS GOING TO OVERSHOOT AND INSTRUCTED HIM TO MAKE A POWER RECOVERY AT 100 FT AGL. HE SAID THAT THE ACFT SHUDDERED AND ENTERED A HIGH SINK RATE. BY THE TIME THE CFI TOOK THE CONTROLS, IT WAS NOTICED THAT THE ROTOR RPM WAS BELOW THE PROPER RANGE AND DECAYING. THE ENGINE RPM WAS NOTED TO BE NEAR ZERO. THE CFI REPORTED THAT HE THEN "BOTTOMED" THE COLLECTIVE AND OPENED THE THROTTLE BUT THE ENGINE DID NOT RESPOND. IN SPITE OF THE CFI'S EFFORTS TO RECOVER, THE ACFT HIT THE GROUND TAIL LOW AND YAWED LEFT. AFTER SLIDING APRX 20 FT, THE ACFT ROLLED OVER. FAA CHECKED THE ENGINE AFTER THE ROLL OVER AND FOUND IT STARTED AND RAN NORMALLY WITH PROPER MAGNETO OPERATION AND A SMOOTH IDLE AT 1300-1350 RPM. MANUALLY REDUCED TO 500-600 RPM THE LOW SIDE CUSHION RETURNED THE ENGINE TO NORMAL IDLE AT THROTTLE RELEASE. NO EVIDENCE OF AN ENGINE MALFUCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2814

9/23/84

SALUDA, SC

A/C Reg. No. N9339F

Time (Lcl) - 1630 EDT

Occurrence #1      FORCED LANDING  
Phase of Operation      MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
3.      IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND(CFI)
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5.      IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
6. AUTOROTATION - IMPROPER - DUAL STUDENT
7.      IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - DUAL STUDENT

Occurrence #2      ROLL OVER  
Phase of Operation      LANDING

Finding(s)

8. PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT
9. PROPER DESCENT RATE - NOT CORRECTED - PILOT IN COMMAND(CFI)
10.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,COMPLACENCY - PILOT IN COMMAND(CFI)
11. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
12. POWER ON LANDING - IMPROPER - DUAL STUDENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2938      10/11/84      ABBEVILLE, SC      A/C Reg. No. N66CM      Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model      - SMITH AEROSTAR 600  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 5500  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-540-G1B5  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 290 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 070/010 KTS

Visibility      - 10.0      SM

Lowest Sky/Clouds      - 3500 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

COLUMBIA, SC

Destination

ABBEVILLE, SC

Airport Proximity  
ON AIRPORT

Airport Data

DAVIS FIELD

Runway Ident      - 26

Runway Lth/Wid      - 2240/      40

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current      - YES

Months Since      - 10

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 8000      Last 24 Hrs      - 2

Make/Model-      200      Last 30 Days-      UNK/NR

Instrument-      3000      Last 90 Days-      27

Multi-Eng - 3000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

RIGHT MAIN TIRE BLEW DURING A HARD LANDING. PLT APPLIED LEFT BRAKE AND RUDDER BUT ACFT CONTINUED OFF RIGHT SIDE OF RWY. ACFT SKIDDED ACROSS A PILE OF DEBRIS WHICH INITIATED A FLASH FIRE IN THE UNDERBRUSH. THE RIGHT MAIN GEAR ASSEMBLY WAS BROKEN FROM THE ACFT BEFORE IT CAME TO A COMPLETE STOP APRX 1400 FT FROM THE APCH END OF THE RWY.

Brief of Accident (Continued)

File No. - 2938

10/11/84

ABBEVILLE, SC

A/C Reg. No. N66CM

Time (Lcl) - 1400 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. PLANNED APPROACH - POOR - PILOT IN COMMAND
  3. FLARE - IMPROPER - PILOT IN COMMAND
  4. LANDING GEAR, TIRE - BURST
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
  6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  7. TERRAIN CONDITION - ROUGH/UNEVEN
  8. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2964 12/06/84 CHARLESTON, SC

A/C Reg. No. N723OR

Time (Lcl) - 0434 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Aircraft Damage

DESTROYED

Fire  
ON GROUND

Crew  
Pass

		Injuries			
		Fatal	Serious	Minor	None
		1	0	0	0
		0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 58  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5400  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-CB7  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 280 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- 280/006 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 100 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
COLUMBIA, SC  
Destination  
CHARLESTON, SC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - VOR/TVOR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHARLESTON EXECUTIVE  
Runway Ident - N/A  
Runway Lth/Wid - 5000/ 150  
Runway Surface - CONCRETE  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - BE-58

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1359
Make/Model-	85
Instrument-	UNK/NR
Multi-Eng -	95
Last 24 Hrs -	2
Last 30 Days-	20
Last 90 Days-	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DESCENDED BELOW MDA DURING A NIGHT VOR (NON-PRECISION) APCH TO AN UNCONTROLLED ARPT AND COLLIDED WITH TREES & GROUND WHICH WERE OBSCURED BY FOG. THE PLT HAD "PUSHED" HIMSELF TO MAKE THE TRIP ACCORDING TO FRIENDS AND ASSOCIATES IN AN ATTEMPT TO WIN AN ELECTION RESULT APPEAL. HIS LAWYERS REPORTEDLY ARGUED THAT THE TRIP ON THE ACCIDENT NIGHT WAS NOT URGENT & THE MISSION COULD BE ACCOMPLISHED BY OTHER MEANS. THE PLT INSISTED ON GOING TO DO THE JOB HIMSELF IN SPITE OF THE KNOWN ADVERSE WX. THE PHYSICAL STRAIN & FATIGUE WERE APPARENT ACCORDING TO FRIENDS WHO HAD "GIVEN UP", THEY SAID, IN TRYING TO STOP HIM FROM OVER EXERTION & LENGTHY WORK DAYS. THE TOXICOLOGY REPORTS SHOWED EVIDENCE OF A DRUG NAMED METHAMPHETAMINE COMMONLY CALLED "SPEED". HIS WIFE DENIED ANY KNOWLEDGE OF THE DRUG & HIS DOCTOR DENIED PRESCRIBING IT. IT IS NOT LEGALLY OBTAINABLE WITHOUT PRESCRIPTION AND IS AN APPETITE SUPPRESSANT. PLTS WIFE SAID HE HAD LOST "ABOUT 20 LBS" IN RECENT MONTHS. HE HAD NOT REPORTEDLY SEEN A DR RECENTLY. NO MECH DISCREPANCIES OF A CAUSAL NATURE WERE FOUND.



Brief of Accident (Continued)

File No. - 2964

12/06/84

CHARLESTON, SC

A/C Reg. No. N723OR

Time (Lc1) - 0434 EST

---

Occurrence                    IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation        APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
  5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
  6.        FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  7.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (DRUGS) - PILOT IN COMMAND
  8. WEATHER CONDITION - LOW CEILING
  9.        IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  10. WEATHER CONDITION - FOG
  11.        MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  12. LIGHT CONDITION - DARK NIGHT
  13. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,5,8,10,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2856      10/30/84      LINCOLN, TN      A/C Reg. No. N9855P      Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	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 - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 235 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAZEL GREEN, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/005 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 - 3000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3755
SE LAND	Months Since - 13	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 894
		Instrument- 30
		Multi-Eng - 9
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS MAKING A SWATH RUN SPRAYING CROPS WHEN THE ENGINE SUDDENLY LOST POWER WITH 200 YARDS OF LEVEL FIELD REMAINING FOR AN EMERGENCY LANDING. AFTER TOUCHDOWN THE PLT TURNED THE ACFT TO AVOID A COLLISION WITH TREES. DURING THE TURN THE NOSE OF THE ACFT DUG INTO THE GROUND CAUSING THE ACFT TO NOSE OVER. INSPECTION OF THE ENGINE REVEALED THAT THE MAGNETO COUPLING WAS LOCKED AND WOULD NOT ROTATE. FURTHER INSPECTION DISCLOSED EXCESSIVE PLAY IN THE PAWLS AND WORN STRIKER PINS AND SHAFT SPLINES. ACCORDING TO THE ACFT LOGBOOKS, AD 78-09-07 & AD 82-20-01 HAD BEEN COMPLIED WITH, 19 FLT HOURS PRIOR TO THE ACCIDENT. HOWEVER, THE MAKE, MODEL, & SERIAL NUMBER OF THE MAGNETOS WERE NOT ENTERED AS REQUIRED.

Brief of Accident (Continued)

File No. - 2856

10/30/84

LINCOLN, TN

A/C Reg. No. N9855P

Time (Lc1) - 1545 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
2. MAINTENANCE, COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PSNL
3. MAINTENANCE, RECORDKEEPING - POOR - OTHER MAINTENANCE PSNL
4. IGNITION SYSTEM, MAGNETO - WORN
5. IGNITION SYSTEM, MAGNETO - JAMMED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2818      8/19/84      MINERAL WELLS, TX      A/C Reg. No. N1129S      Time (Lcl) - 1410 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries				
Fatal	Serious	Minor	None	
0	1	0	0	
0	0	0	0	

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 1-26E  
Landing Gear - UNK/NR  
Max Gross Wt - 575  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 320/007 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 6000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MINERAL WELLS, TX  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MINERAL WELLS  
Runway Ident - 31  
Runway Lth/Wid - 4300  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 40  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - EXPIRED

Flight Time (Hours)		
Total	- 46	Last 24 Hrs - UNK/NR
Make/Model-	21	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS DESTROYED DURING GROUND CONTACT AFTER STALLING AT APRX 250 FT AGL. THE PLT REPORTED THAT CONFLICTING TRAFFIC RESULTED IN AN ACCELERATION OF THE TOW TRUCK AND A PREMATURE RELEASE OF THE TOWED ACFT. AFTER THE RELEASE THE ASCENDING ACFT STALLED AND HIT THE GROUND AFTER 2 AND 1/2 VERTICAL ROLLS. THE NOSE DOWN IMPACT WAS NEXT TO RWY 31/13.

Brief of Accident (Continued)

File No. - 2818

8/19/84

MINERAL WELLS, TX

A/C Reg. No. N1129S

Time (Lc1) - 1410 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
  2.    AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  3.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
  4. STALL - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2803      9/14/84      DALLAS, TX      A/C Reg. No. N49615      Time (Lcl) - 1138 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TEXAS PRO AIR INC	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	3	1	None
Accident Occurred During	-LANDING						0

-----Aircraft Information-----

Make/Model	- BELL 206B II	Eng Make/Model	- ALLISON 250 C-20	ELT Installed/Activated	- NO	-N/A
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	DALLAS, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DALLAS, TX		LOVE	
Wind Dir/Speed	- 270/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 3075	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 10	Make/Model - 553	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 110	Last 90 Days - 190
		Multi-Eng - 160	Rotorcraft - 1155

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT MADE FORCED AUTOROTATIVE LANDING OFF ARPT IN A RESIDENTIAL AREA WHICH WAS CONGESTED. ACFT DEVELOPED A HIGH SINK RATE IN THE AUTOROTATION AND LANDED HARD. THE FORCED LANDING WAS DUE TO FUEL EXHAUSTION. 45 GALLONS OF FUEL WERE ADDED TO THE ACFT AT 1226 CST ON 9/13. ACFT WAS THEN FLOWN A TTL OF 3.3 HRS DURING 2 FLTS, ONE ON 9/13 AND THE ACCIDENT FLT. BOTH FLTS WERE FLOWN BY THE SAME PLT. OPERATOR RECORDS SHOW THAT A TELEPHONIC ORDER FOR 25 GALLONS OF FUEL FOR N49615 WAS CALLED IN AT 0943 ON 9/14. PLT STATED HE PLACED THIS ORDER THINKING IT WOULD FILL THE TANKS (75 GALLON CAPACITY). PLT DEPARTED DAL WITHOUT OBTAINING THE FUEL AND ARRIVED AT ADS AT 0950 WHERE HE RELATED THAT THE ACFT HAD NOT BEEN FUELED. FUEL WAS ORDERED AT ADS BUT THE PLT CANCELED THIS ORDER WHEN PAX ARRIVED SO AS TO EXPEDITE DEPARTURE. PAX HEARD PLT REMARK ABOUT LOW FUEL AND SAW ONE FUEL GAGE NEAR "E" BEFORE THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2803

9/14/84

DALLAS, TX

A/C Reg. No. N49615

Time (Lc1) - 1138 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED
8. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,8

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2830      10/15/84      PORT MANSFIELD, TX      A/C Reg. No. N66CF      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-C1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 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- 140/012 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 1300 FT Lowest Ceiling - 1300 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	<b>Itinerary</b> Last Departure Point HARLINGEN, TX Destination HARLINGEN, TX  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - UNK/NR	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND	Age - 71 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
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CRASHED IN A MARSH AREA DURING A NIGHT RECURRENCEY TRAINING FLT. ACFT APPEARED TO HAVE CONTACTED THE TERRAIN IN AN UNCONTROLLED 90 DEG LEFT BANK. PIC RECEIVED HIS LAST MEDICAL CERTIFICATE ON 5/7/70. INVESTIGATION DISCLOSED PIC WAS UNDER MEDICATION FOR ADVANCED CASE OF SUGAR DIABETES.



Brief of Accident (Continued)

File No. - 2830

10/15/84

PORT MANSFIELD, TX

A/C Reg. No. N66CF

Time (Lc1) - UNK/NR

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      UNKNOWN

Finding(s)  
1. UNDETERMINED

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2831      10/16/84      SEGUIN, TX

A/C Reg. No. N1094P

Time (Lcl) - 1109 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

3

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-23-170

Eng Make/Model - LYCOMING O-340-A1A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 3500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 170 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 190/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 1000 FT

Lowest Ceiling - 1000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

PRECAUTIONARY LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GERONIMO

Runway Ident - 12

Runway Lth/Wid - 3670/ 45

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 - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2000

Make/Model- UNK/NR

Instrument- 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-----

SHORTLY AFTER TAKEOFF, ACFT RETURNED WITH AN UNKNOWN ENGINE PROBLEM. LEFT ENGINE WAS FEATHERED AND GEAR PARTIALLY EXTENDED. ACFT TOO HIGH ON FINAL TO LAND, ACFT CONTINUED DOWN RWY, DESCENDING AND SLOWING DOWN. WITNESS SAID ACFT ENTERED A VMC ROLL AND DOVE INTO THE GROUND. BURST HYDRAULIC LINE WAS FOUND ON LEFT ENGINE. WITNESSES DISAGREE WHETHER PLT REPORTED ERRATIC OIL PRESSURE. NO EVIDENCE OF OIL SYSTEM FAILURE WAS FOUND. LAST ACFT ANNUAL INSPECTION WAS COMPLETED 1 FLT HR BEFORE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2831

10/16/84

SEGUIN, TX

A/C Reg. No. N1094P

Time (Lcl) - 1109 CDT

-----  
Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation       CRUISE

Finding(s)

1. HYDRAULIC SYSTEM, LINE - BURST
  2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
  3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
  6. PROCEDURES/DIRECTIVES - IMPROPER - 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) 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. - 2848      10/26/84      BEEVILLE, TX      A/C Reg. No. N187DA      Time (Lcl) - 0015 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

DESTROYED

Fire

ON GROUND

Fatal

0

Crew

Pass

1

Injuries

Serious

1

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model      - BEECH 58P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6100  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-L  
Number Engines      - 2  
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      - PARTIAL,LMTD BY PILOT  
Basic Weather      - IMC  
Wind Dir/Speed- 060/010 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 400 FT  
Lowest Ceiling      - 400 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
CHATTANOOGA, TN  
Destination  
BEEVILLE, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - STRAIGHT-IN  
PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
ATP,CFI  
SE LAND,ME LAND

Age - 27

Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2583      Last 24 Hrs      - 6  
Make/Model- 450      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 170  
Multi-Eng - 1995      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PLT CALLED THE FSS AT 1426 EDT & FILED AN IFR FLT PLAN, THE FSS PERSON BEGAN PROVIDING A WX BRIEFING. THE PLT INTERRUPTED THE WX BRIEFING & SAID HE WOULD CHECK BACK LATER. HE CALLED BACK AT 2016 EDT, BUT TALKED TO ANOTHER BRIEFER & ONLY ASKED FOR THUNDERSTORM INFO & THE HOUSTON TERMINAL FORCAST. AT THAT TIME, BEEVILLE MUNI ARPT, HIS DESTINATION, WAS NOTAMED CLOSED. THE PLT TOOK OFF AT 2044 CDT AND DID NOT ASK FOR NOTAM INFO, EITHER BEFORE DEPARTING OR WHILE EN ROUTE. DURING ARRIVAL, THE PLT WAS CLEARED FOR AN APCH TO BEEVILLE AT 2355 CDT. HOWEVER, THE LIGHTS WERE OUT & THE PLT COULD NOT SEE THE ARPT. HE THEN ELECTED TO DIVERT TO NAS CHASE FIELD, BUT IT TOO WAS CLOSE & ITS LIGHTS WERE OUT. BY THIS TIME, THE FUEL LEVEL WAS LOW & THE PLT ELECTED TO MAKE A CONTROLLED OFF-ARPT LANDING. HE PICKED A FIELD, BUT DURING THE NIGHT LANDING, THE ACFT COLLIDED WITH A FILE OF RAILROAD TIES & A SMALL TREE. THE ACFT HAD BEEN AIRBORNE APRX 4-1/2 HRS. WHEN HE FILED A FLT PLAN, HE REPORTED 5 HRS OF FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 2848

10/26/84

BEEVILLE, TX

A/C Reg. No. N187DA

Time (Lc1) - 0015 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NOT OPERATING
5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. FLUID, FUEL - LOW LEVEL
8. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
9. OBJECT - TREE(S)
10. IMPROPER DECISION, VISUAL/AURAL DETECTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2973      10/27/84      COOPER, TX      A/C Reg. No. N25511      Time (Lcl) - 1715 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	1

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 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	PINE BLUFF, AR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	COMMERCE, TX	Runway Ident
Wind Dir/Speed	- 170/009 KTS		- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- RNAV
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 54	Last 24 Hrs - 4
SE LAND	Months Since - 6	Make/Model - 39	Last 30 Days - 4
	Aircraft Type - UNK/NR	Instrument - 4	Last 90 Days - 25

Instrument Rating(s) - NONE

-----Narrative-----

LOSS OF PWR OCCURRED IN CRUISE FLT, 25 NM BEFORE FINAL DESTINATION, FORCED LANDING EXECUTED IN SOFT MUDDY FIELD AND ACFT NOSED OVER DURING LANDING ROLL. NO FUEL WAS FOUND IN FUEL TANKS. PLT STATED HE THOUGHT THE ACFT HAD BEEN TOPPED OFF BY FBO PRIOR TO HIS DEPARTURE. ACFT HAD NOT BEEN REFUELED AND IN FACT CONTAINED APRX 21 GALLONS USABLE FUEL. IN ADDITION, PLT DEVIATED AROUND WX EN ROUTE EXTENDING HIS ETE BY 40 MINUTES.

Brief of Accident (Continued)

File No. - 2973

10/27/84

COOPER, TX

A/C Reg. No. N25511

Time (Lcl) - 1715 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. REFUELING - NOT PERFORMED - FBO PERSONNEL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - WET
7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2819      11/08/84      MISSION, TX      A/C Reg. No. N8523S      Time (Lcl) - 0945 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AIRTRACTOR AT-301	Eng Make/Model	- P&W R1340 ANI	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PHARR, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 140/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 8.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6670	Last 24 Hrs - 5
SE LAND	Months Since - 10	Make/Model - 1500	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 99	Last 90 Days - 220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A LOSS OF OIL PRESSURE THE ACFT WAS LANDED DOWNWIND. DURING THE PRECAUTIONARY LANDING ACROSS PLOWED FURROWS, THE RT WING CAUGHT IN THE SUGAR CANE CROP AND THE ACFT TURNED TO THE RT, COLLAPSING THE LEFT LANDING GEAR AND DAMAGING THE LEFT WING. THE PLTS ATTENTION WAS CAUGHT BY THE SMELL OF HOT OIL DURING THE FLT. THE PLT LATER TOLD FAA INSPECTORS THAT AN OIL RETURN LINE HAD RUPTURED AND HE LANDED TO PREVENT FURTHER DAMAGE TO THE ENGINE. EXAMINATION REVEALED THAT THE RUBBER OIL LINE (HOSE) HAD BEEN SUBJECTED TO HIGH TEMPERATURES; RUDDER INSIDE THE WOVEN STEEL CASING WAS BRITTLE. THE LAST 100 HR INSPECTION WAS PERFORMED 3 FLT HOURS BEFORE THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2819

11/08/84

MISSION, TX

A/C Reg. No. N8523S

Time (Lc1) - 0945 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LUBRICATING SYSTEM, OIL HOSE - OVERTEMPERATURE
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM, OIL HOSE - FAILURE, TOTAL

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. UNSUITABLE TERRAIN - MISREAD - PILOT IN COMMAND
8. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,7,8

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2987      11/15/84      SAN ANTONIO, TX      A/C Reg. No. N333TB      Time (Lcl) - 0648 CST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-TEXAS NATIONAL AIRLINES,	SUBSTANTIAL		Fatal	0	Serious	1	Minor	0	None	0
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire		Crew	0		0		1		0
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		1		2
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-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	- 8	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	SAN ANTONIO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CORPUS CHRISTI, TX	UNKNOWN
Wind Dir/Speed - 170/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1100 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 - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 8432	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 2	Make/Model - 54	Last 30 Days - 56
	Aircraft Type - PA31350	Instrument - 841	Last 90 Days - 147
		Multi-Eng - 5363	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF BOTH ENGINES BEGAN TO SURGE. PLT STATED HE DID NOT SWITCH FUEL TANKS DURING EMERG PROCEDURE BECAUSE HE KNEW OUTBOARD TANKS WERE EMPTY. COMPANY POLICY WAS TO CARRY ON 10 GALLONS OF FUEL IN OUTBOARD TANKS. POST ACCIDENT INVESTIGATION REVEALED INBOARD TANKS WERE FULL BUT SELECTORS WERE POSITIONED TO OUTBOARD TANKS. PLT STATED SELECTORS WERE NOT CHECKED AFTER TAKEOFF. DURING EMERG PROCEDURES AND SUBSEQUENT LANDING ON A GOLF COURSE PLT DID NOT FEATHER PROPS OR LOWER FLAPS.

Brief of Accident (Continued)

File No. - 2987

11/15/84

SAN ANTONIO, TX

A/C Reg. No. N333TB

Time (Lcl) - 0648 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
  5. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

6. WEATHER CONDITION - LOW CEILING
  7. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2801 11/17/84 ALLEN, TX

A/C Reg. No. N8222R

Time (Lc1) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
1	0	0	0

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - BELLANCA 17-31ATC  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3325  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-K1E5  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 360/010 KTS

Visibility - .500 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 300 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - DRIZZLE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

WILBURTON, OK

Destination

ROANOKE, 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)

COMMERCIAL

SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - 1731ATC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 918

Make/Model- 131

Instrument- 74

Multi-Eng - 11

Last 24 Hrs - 6

Last 30 Days- 10

Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AS THE PLT, WHO WAS NOT CURRENT FOR NIGHT/INSTRUMENT FLT, TRIED TO MANEUVER BENEATH A LOW OVERCAST ON A DARK NIGHT. ALTHOUGH SERIOUSLY INJURED DURING THE ACCIDENT SEQUENCE, THE PLT WAS ABLE TO TELL RESCUE WORKERS THAT HE "WAS TURNING AROUND AND JUST FLEW INTO THE GROUND." THE ACFT WRECKAGE WAS NOT LOCATED FOR APRX 3 HRS DUE TO POOR VIS. THE ACCIDENT TIME WAS POSSIBLY AS EARLY AS 1800 CST FROM ACFT PERFORMANCE PROJECTIONS AND THE EARLIEST CALLER REPORTING THE ACCIDENT CONTACTED COLLIN COUNTY SHERIFF'S DEPUTY AT 2121 CST AFTER A FARMER FOUND THE WRECKAGE. DURING THE ACFT GROUND BOUNCES/SLIDE AND BREAKUP, AN 80 LB DOG, HEAVILY SEDATED AND UNRESTRAINED, WAS THROWN FOWARD FROM A REAR SEAT AND POSSIBLY COLLIDED WITH THE RT FRONT SEAT PAX WHO WAS RESTRAINED BY A LAP BELT. FATAL INJURIES TO RIGHT FRONT SEAT PAX WERE CONSONANT WITH INSTRUMENT PANEL IMPACT AND A BLOW TO THE BACK AND HEAD. NO SHOULDER HARNESSSES WERE AVAILABLE.

Brief of Accident (Continued)

File No. - 2801

11/17/84

ALLEN, TX

A/C Reg. No. N8222R

Time (Lcl) - 1800 CST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. WEATHER CONDITION - LOW CEILING
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  6. LIGHT CONDITION - DARK NIGHT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

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. - 2839      12/23/84      UNKNOWN,UN      A/C Reg. No. N81947      Time (Lc1) - UNK/NR

-----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      Crew      Pass  
UNK/NR      0      0

-----Aircraft Information-----

Make/Model      - AERONCA 7AC  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
No. of Seats      - 3

Eng Make/Model      - CONTINENTAL C-65-8  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - IMC

Wind Dir/Speed- 130/005 KTS

Visibility      - 3.000 SM

Lowest Sky/Clouds      - 1000 FT THIN OVC

Lowest Ceiling      - 5000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

CROSS CITY,FL

Destination

SYLACAUGA,AL

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      - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age      - 33

Biennial Flight Review

Current      - YES

Months Since      - 3

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 250

Make/Model-      2

Instrument-      0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

ACFT WAS REPORTED OVERDUE 3 DAYS AFTER IT DEPARTED CROSS CITY, FL, ON A VFR X-COUNTRY. SEARCH AND RESCUE OPERATIONS BEGAN ON 12/26/84 AND WERE SUSPENDED ON 01/07/84. PLT AND ACFT WERE NOT FOUND.

Brief of Accident (Continued)

File No. - 2839

12/23/84

UNKNOWN,UN

A/C Reg. No. N81947

Time (Lc1) - UNK/NR

Occurrence MISSING AIRCRAFT  
Phase of Operation UNKNOWN

Finding(s)  
1. UNDETERMINED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2990      7/29/84      PARK VALLEY,UT      A/C Reg. No. N8445F      Time (Lcl) - 2152 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Crew Pass	3	0	0
Accident Occurred During -DESCENT					

-----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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OGDEN,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	VENDOVER,UT	Runway Ident - N/A
Wind Dir/Speed- 020/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 44
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-38	Make/Model- 4
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

NEWLY CERTIFICATED PVT PLT DEPARTED ON A MOONLESS NIGHT FOR A VFR FLT. ROUTE OF FLT WAS OVER A DESERT LIKE ENVIRONMENT WHERE THERE ARE NO VISUAL CUES FOR ATTITUDE REFERENCE. ACFT WRECKAGE WAS FOUND THE FOLLOWING DAY. ACFT IMPACTED TUNDRA INVERTED AT A HIGH RATE OF SPEED. PLT'S FLIGHT LOGBOOK INDICATED A TTL OF LESS THAN 2 HRS NIGHT FLT TIME.



Brief of Accident (Continued)

File No. - 2990

7/29/84

PARK VALLEY, UT

A/C Reg. No. N8445F

Time (Lc1) - 2152 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2982      2/09/84      CHANTILLY, VA      A/C Reg. No. N1734R      Time (Lcl) - 1645 EST

-----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 -TAXI			0	0	0	1
				0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182RG II	Eng Make/Model - LYCOMING D-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT THIN OVC	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 5727
SE LAND	Months Since - 0	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 129
		Instrument- 710
		Multi-Eng - 1200
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED HE SAW BAGGAGE TUG AT A STOP, APPARENTLY HOLDING, BTW TAXIWAYS T-1 AND T-2. TUG DRIVER REPORTED HE STOPPED AT THE STOP SIGN, LOOKED LEFT, LOOKED RIGHT AND OBSERVING NO ACFT. HE ACCELERATED HIS VEHICLE AND SAW N1734R DIRECTLY IN FRONT OF HIM. HE ATTEMPTED TO STOP BUT WAS UNABLE TO DO SO AND STRUCK RIGHT HORIZONTAL STABILIZER OF N1734R. PLT DID NOT SEE TUG APPROACHING UNTIL IT CONTACTED THE ACFT.

Brief of Accident (Continued)

File No. - 2982

2/09/84

CHANTILLY, VA

A/C Reg. No. N1734R

Time (Lc1) - 1645 EST

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
3. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2927      10/17/84      FANCY GAP, VA      A/C Reg. No. N83475      Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation -BUSINESS	Fire	Crew	1	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT QU-22A 1074	Eng Make/Model - CONTINENTAL TSIO-520-D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	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	UNKNOWN	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	UNK/NR	
Wind Dir/Speed- 040/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Multi-eng - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - UNK/NR

-----Narrative-----

AT ABOUT THE 2,800 FT LEVEL THE ACFT FLEW INTO THE MOUNTAINOUS TERRAIN WHICH WAS OBSCURED BY CLOUDS. WITNESSES OBSERVED 2 PREVIOUS ATTEMPTS TO FLY OVER THE RISING TERRAIN UNDER THE CLOUD LAYER. DEPARTURE AND DEST ARPT, PLT IDENTITY, AND ACFT OWNER ARE ALL UNKNOWN. LAW ENFORCEMENT OFFICERS ESTIMATE THAT APRX 1,000 LBS OF MARIJUANA WERE ABOARD THE ACFT. MOST OF THE WRECKAGE WAS DESTROYED BY POST CRASH FIRE. THE ACFT WAS ORIGINALLY MANUFACTURED AS A DRONE FOR THE U.S. ARMY. IT WAS SIMILAR TO A BEECH DEBONAIR, A TOTAL OF 12 WERE BUILT.

Brief of Accident (Continued)

File No. - 2927

10/17/84

FANCY GAP, VA

A/C Reg. No. N83475

Time (Lcl) - 1800 EDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      MANEUVERING

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
  3. WEATHER CONDITION - CLOUDS
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

Occurrence #3            FIRE  
Phase of Operation      OTHER

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2944      11/20/84      BUMPASS,VA      A/C Reg. No. N22741      Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

1

None

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  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed      - 310/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
PITTSFIELD,MA  
Destination  
FREDERICKSBURG,VA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age      - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - C-150H

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 526      Last 24 Hrs      - 5  
Make/Model      - 152      Last 30 Days      - UNK/NR  
Instrument      - 45      Last 90 Days      - 12  
Multi-Eng      - UNK/NR      Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

VFR PLT WAS USING VOR AIRWAY NAVIGATION. HE ARRIVED IN THE VICINITY OF DESTINATION AFTER DARK AND ATTEMPTED TO LOCATE THE ARPT BY FLYING A RADIAL FROM THE VOR; HOWEVER, HE USED THE 230 DEGREE RADIAL (PUBLISHED RADIAL IS 237 DEGREES). FURTHER, THE ARPT IS UNLIGHTED UNLESS PRIOR ARRANGEMENTS ARE MADE. PLT HAD NOT DONE SO. PLT FLEW BACK AND FORTH ALONG THE 230 RADIAL FOR 45 MINS BUT DID NOT SIGHT ARPT. DURING THIS TIME, PLT CALLED ARPT ON UNICOM FOR THE ACTIVE RUNWAY. UNKNOWN PLT RESPONDED WITH WIND DIRECTION, BUT NO ANSWER FROM ARPT. PLT DID NOT ATTEMPT TO OBTAIN ASSIST FROM ARTCC OR OTHER FACILITY. (THERE WERE 7 ARPTS WITHIN A 10 MI RADIUS OF THE VOR IN USE.) WHEN FUEL BECAME CRITICAL, PLT LOOKED FOR EMERG LNDG SITE BUT FUEL EXHAUSTION OCCURRED. PLT SET UP MIN DESCENT RATE AND ALLOWED ACFT TO SETTLE INTO TREES. ACFT LODGED IN TREES AND THE PLT SUSTAINED SERIOUS INJURIES UPON DEPLANING WHEN HE FELL 20 FT TO THE GROUND.

Brief of Accident (Continued)

File No. - 2944

11/20/84

BUMPASS,VA

A/C Reg. No. N22741

Time (Lc1) - 1830 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - NIGHT
3. BECAME LOST/DISORIENTED
4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

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. - 2965      11/10/84      ST. THOMAS, VI      A/C Reg. No. N81MC      Time (Lcl) - 1906 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	1	0
Accident Occurred During	-APPROACH	NONE	Pass 1	1	0	0

-----Aircraft Information-----

Make/Model	- GATES LEAR JET 24F	Eng Make/Model	- GENERAL ELEC. CJ-610-6	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13500	Engine Type	- TURBOFAN		
No. of Seats	- 6	Rated Power	- 2950 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FT. LAUDERDALE, FL	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HARRY S. TRUMAN
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 40.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5358/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10190
SE LAND, ME LAND	Months Since - 19	Make/Model- 3000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EXECUTING A NIGHT VISUAL APPROACH TO RUNWAY 9 IN VISUAL METEOROLOGICAL CONDITIONS THE AIRCRAFT WAS ALLOWED TO DESCEND; CRASHING INTO WATER 2 MILES SHORT OF THE RUNWAY. THE PILOT WAS NOT FAMILIAR WITH THE AIRPORT AND FAILED TO MAKE USE OF A FULL INSTRUMENT LANDING SYSTEM AND VISUAL APPROACH SLOPE INDICATING SYSTEM WHICH WERE OPERATIONAL FOR RUNWAY 9 AT THE TIME OF THE ACCIDENT. THE PILOT STATED THERE WERE NO MECHANICAL MALFUNCTIONS WITH THE AIRCRAFT WHICH ATTRIBUTED TO THE ACCIDENT. THE AIRCRAFT WAS EQUIPPED WITH A RADAR ALTIMETER SYSTEM WHICH ALSO WAS NOT USED BY THE PLT. THE PLT PERFORMED TWO MISSED APPROACHES BECAUSE THE ARPT WAS NOT IN SIGHT. THE ACCIDENT OCCURRED DURING THE 3RD ATTEMPT. NEITHER THE PIC NOR THE CO-PLT WERE PROPERLY CERTIFICATED FOR THE FLT.



Brief of Accident (Continued)

File No. - 2965

11/10/84

ST. THOMAS,VI

A/C Reg. No. N81MC

Time (Lc1) - 1906 AST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2.     IMPROPER USE OF FACILITY - PILOT IN COMMAND
3. PLANNED APPROACH - POOR - PILOT IN COMMAND
4.     IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. CREW/GROUP COORDINATION - POOR - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7.     PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
8. TERRAIN CONDITION - WATER, GLASSY
9.     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) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2943      12/11/84      PORT ORCHARD,WA      A/C Reg. No. N80061      Time (Lc1) - 1315 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-INSTRUCTIONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	NONE		Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA C-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	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	SPANAWAY,WA		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	ARLINGTON,WA	PORT ORCHARD	
Wind Dir/Speed-	190/008 KTS		Runway Ident	- N/A
Visibility	- 2.000 SM	ATC/Airspace	Runway Lth/Wid	- 2575/ 28
Lowest Sky/Clouds	- 500 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 700 FT OVERCAST	Type of Clearance	Runway Status	- WET
Obstructions to Vision-	FOG	Type Apch/Lndg		
Precipitation	- RAIN			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 32	Last 24 Hrs - 2
	Months Since - N/A	Make/Model- 32	Last 30 Days- 5
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

LOW CEILINGS, RAIN, FOG WERE REPORTED IN AREA PT THE TIME OF THE ACCIDENT. THE STUDENT PILOT WAS ON A SOLO X-C, FLT PLAN WAS FILED WITH HELP OF INSTRU. WX VFR NR. ACFT DEP 1104 PST ACFT CRASHED ABT 1317 NO RCRD OF DES REACHED OR WHERE ACFT WAS FOR 2 HRS. ACFT TACH MATCHED CLOCK. NO RCRD OF ACFT MOVEMENTS WX AT ARPT BELOW VFR, ACFT IMPACTED TREES NR, HEADING AWAY IN FLAT ATTITUDES.

Brief of Accident (Continued)

File No. - 2943

12/11/84

PORT ORCHARD, WA

A/C Reg. No. N80061

Time (Lc1) - 1315 PST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING  
-----

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING  
2. WEATHER EVALUATION - 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) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2906      7/27/84      OSHKOSH,WI      A/C Reg. No. N9101G      Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 182N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2950  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MADISON,WI

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

WITTMAN

Runway Ident - 27

Runway Lth/Wid - 6180/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 200

Make/Model- 40

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT TO AN EAA MEET AT OSHKOSH, WI. DURING ARRIVAL, THERE WERE NUMEROUS ACFT IN THE TRAFFIC PATTERN FOR LANDING. WHILE THE ACFT WAS ON FINAL APPROACH, JUST BEFORE LANDING, THE TOWER CONTROLLER INSTRUNCTED THE PLT TO "LAND LONG." THE PLT STATED THAT HE LEVELED OFF TO EXTEND HIS TOUCHDOWN POINT, BUT FAILED TO APPLY POWER TO COMPENSATE. SUBSEQUENTLY, THE ACFT LANDED HARD & THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2906

7/27/84

OSHKOSH,WI

A/C Reg. No. N9101G

Time (Lc1) - 1430 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - DELAYED -
  2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
  3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2824

8/03/84

CABLE,WI

A/C Reg. No. N3963R

Time (Lcl) - 2145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-28-180F

Eng Make/Model - LYCOMING O-360-A4A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2400

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - UNK/NR

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

CABLE,WI

Destination

VALPARAISO,IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 88

Make/Model- 18

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- 14

Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES & GROUND DURING IMC WX AT NIGHT. THE PLT OBTAINED A WX BRIEFING AT 1731 HRS CDT BY PHONE FROM HIBBING FSS. HE WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. NO OTHER WX BRIEFING FOR THIS FLT WAS RECORDED. WITNESSES AT THE ARPT OF DEPARTURE SAID THE WX WAS DETERIORATING AS THE PLT PREPARED TO LEAVE. HE SAID HE COULD POP THRU THE LOW SCUD WITH NO PROBLEM. THE ARPT MGR CALLED HIM ON UNICOM WHEN SHE HEARD THE ENG START TO ASK HIM IF HE WAS LEAVING. HE SAID HE WAS BECAUSE THE WX WAS FORECAST TO WORSEN BY MORNING. HE DEPARTED AT ABOUT 2145 HRS EDT ON RWY 16. THE PLT WAS NOT INSTRUMENT RATED. THE ACFT WAS OBSERVED BY WITNESSES FOR 20-30 SECONDS AFTER TAKEOFF AND WAS SEEN MAKING A SLIGHT TURN TO THE SW. THIS WAS THE LAST TIME THE ACFT WAS SEEN IN FLT. THE WRECKAGE WAS NOT LOCATED FOR 30 DAYS. THE ARPT MGR LATER STATED THAT THE VISIBILITY AT THE ARPT THAT NIGHT WAS LIMITED TO 1500 FT DUE TO GROUND FOG. ANOTHER PLT TERMINATED HIS FLT DUE TO THE FOG AND SAID THAT THE AREA HAD BEEN ABOUT 50 PERCENT COVERED BY FOG.

Brief of Accident (Continued)

File No. - 2824

8/03/84

CABLE,WI

A/C Reg. No. N3963R

Time (Lc1) - 2145 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,MOTIVATION - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)
9. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2934      8/22/84      COTTAGE GROVE,WI      A/C Reg. No. N7890H      Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-12  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1750  
No. of Seats      - 3

Eng Make/Model      - LYCOMING O-320-E2A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 115 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- 020/005 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  
STOUGHTON,WI  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 55

Biennial Flight Review

Current      - YES  
Months Since      - 14  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 895	Last 24 Hrs	- UNK/NR
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

WHILE OVER-FLYING A LOCAL ARPT AT APRX 200 FT AGL THE ENG LOST POWER. A FORCED LANDING WAS MADE IN AN ADJACENT ALFALFA FIELD. THE ACFT LANDED HARD IN A NOSE LOW ATTITUDE AND CAME TO REST ABOUT 90 FT FROM INITIAL GROUND CONTACT.



Brief of Accident (Continued)

File No. - 2934

8/22/84

COTTAGE GROVE, WI

A/C Reg. No. N7890H

Time (Lcl) - 1900 CDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY'  
-----

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - ROLL

Finding(s)

2. FLARE - IMPROPER - PILOT IN COMMAND  
3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2949      10/20/84      KIEL,WI

A/C Reg. No. N43833

Time (Lc1) - 1459 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	1	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 220/015 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 1300 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NEW HOLSTEIN,WI  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - 77

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	285	Last 24 Hrs - 1
Make/Model-	216	Last 30 Days- 32
Instrument-	1	Last 90 Days- 114

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED ACFT PERFORMING AEROBATICS DURING DEMO FLIGHT PRIOR TO PROSPECTIVE SALE OF ACFT TO BUYER/PAX. A PLT/WITNESS OBSERVED THE ACFT EXECUTING SLOW SPEED STALLS AND ENTER A SPIN FROM AN ALTITUDE OF ABOUT 1000 FT. RECOVERY WAS ACCOMPLISHED AT ABOUT 500 FT AGL. WITHOUT REGAINING ALTITUDE, THE ACFT FLEW ABOUT A MILE IN LEVEL FLIGHT AND THEN ENTERED A LEFT SPIN. RECOVERY AT ABOUT 200 FT AGL SEEMED TO BE IN PROGRESS BUT AS THE ACFT ATTITUDE CAME TO LEVEL FLIGHT, THE NOSE PITCHED UP AND THE ACFT RE-ENTERED A LEFT SPIN TO GROUND IMPACT. INVESTIGATION REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION IN THE ACFT STRUCTURE, POWER PLANT OR SYSTEMS.

Brief of Accident (Continued)

File No. - 2949

10/20/84

KIEL,WI

A/C Reg. No. N43833

Time (Lc1) - 1459 CDT

Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      MANEUVERING

Finding(s)

1. AIRSPEED(VYSE) - IMPROPER - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND
4. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
5. LEVEL OFF - IMPROPER - PILOT IN COMMAND
6.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/SPIN - 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) 5,7

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. - 2916      10/09/84      CHEYENNE,WY      A/C Reg. No. N3912T      Time (Lcl) - 1415 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----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/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- 180/005 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

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)  
ATP  
SE LAND,ME LAND  
HELICOPTER

Age - 37  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5800  
Make/Model- 1152  
Instrument- UNK/NR  
Multi-Eng - 41  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 87  
Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER'S TAIL ROTOR SECTION CONTACTED A PWR LINE DURING AN ATTEMPTED TAKEOFF. A SECTION OF TAIL ROTOR BLADE TIP WAS FOUND BENEATH THE PWR LINES. THE PLT REPORTED A VIBRATION IN THE TAIL ROTOR CONTROL PEDALS. HE ATTEMPTED A LANDING INTO AN OPEN FIELD. DURING THE TOUCHDOWN THE HELICOPTER SPUN TO THE RIGHT AND ROLLED OVER COMING TO REST ON ITS LEFT SIDE.

Brief of Accident (Continued)

File No. - 2916

10/09/84

CHEYENNE,WY

A/C Reg. No. N3912T

Time (Lc1) - 1415 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE - LOSS, PARTIAL
2. JUDGEMENT - INACCURATE - PILOT IN COMMAND
3. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR PEDAL - VIBRATION
4. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
5. LIGHT CONDITION - WIRE, STATIC
6. LIGHT CONDITION - FENCE

Occurrence #2 ROLL OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

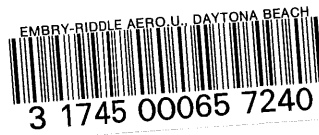
7. TERRAIN CONDITION - OPEN FIELD
8. LIGHT CONDITION - DAYLIGHT

-----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





NTSB-AAB-86-11

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