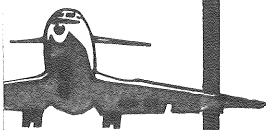


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Issue 17



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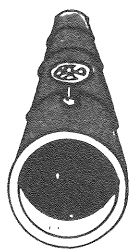
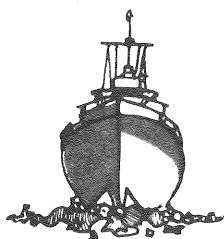
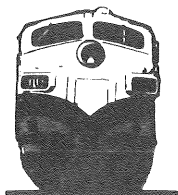


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

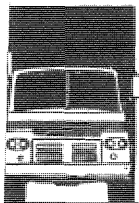
AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 17 OF 1984 ACCIDENTS**



NTSB/AAB-86/13

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86
13
Issue 17



UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/13		2. Government Accession No. PB86-916913		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1984 - Issue Number 17				5. Report Date July 15, 1986	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1984 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 5000 through 6012					
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	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 286	
				22. Price	

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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TABLE OF CONTENTS

	<u>Page</u>
Foreword.....	II
Table of Contents.....	IV
Explanatory Notes.....	V

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-271

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 17

CALENDAR YEAR 1984

File Order Listing - Issue No. 17, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5000	876AA	010784	SEATTLE, WA	BOEING	727-223	NONE	250
5001	25	012084	YAKIMA, WA	CESSNA	CE500	NONE	252
5002	206RH	022884	KALAUPAPA, HI	CESSNA	402C	NONE	114
5003	88709	032284	DENVER, CO	BOEING	727-224	NONE	48
5004	766AS	010584	SEATTLE, WA	BOEING	B-727-90C	NONE	248
5005	75738	011484	KOTZEBUE, AK	CESSNA	207	NONE	2
5006	6968Q	030384	ATLANTA, GA	BEECH	19A SPORT	NONE	108
5007	8495E	021484	ANCHORAGE, AK	BELL	47G-2A	NONE	4
5008	82NA	010184	ATLANTIC OCEAN, AO	MCDONNELL DO	DC-10-30	MINOR	12
5008	656PA	010184	ATLANTIC OCEAN, AO	BOEING	747-121	MINOR	14
5009	8830E	052684	SALT LAKE CITY, UT	BOEING	727-200	NONE	238
5010	903TC	021584	TULSA, OK	NIHON	YS-11	NONE	210
5011	8852E	012084	TAMPA, FL	BOEING	727-225A	NONE	68
5012	2969	021084	WEST PALM BEACH, FL	GRUMMAN	G-73	NONE	72
5013	9707Y	021184	OPA LOCKA, FL	BEECH	95-A55	NONE	74
5014	8081U	012384	CHICAGO, IL	MCDONNELL DO	DC-8-61	NONE	118
5015	5243Q	051684	MANSFIELD, OH	CESSNA	152	NONE	202
5016	2827U	033084	PARKERSBURG, WV	PIPER	PA-34-200T	FATAL	268
5017	348W	011784	JACKSONVILLE, FL	BEECH	D18S	NONE	66
5018	88706	032084	KANSAS CITY, MO	BOEING	727-224	SERIOUS	168
5020	15ST	022484	GROTON, CT	LOCKHEED	382G	NONE	56
5021	4620	052484	BAHAMAS, OF	BOEING	727-35	NONE	200
5022	31088	011484	DURANGO, CO	SWEARINGEN	SA227-AC	NONE	44
5023	35479	012084	REDDING, CA	PIPER	PA-31-350	NONE	18
5024	112FB	060384	WEST PALM BEACH, FL	GRUMMAN	G-111	NONE	82

File Order Listing - Issue No. 17, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5025	756SS	051784	DULCE, NM	CESSNA	U206G	NONE	182
5026	132EM	050484	MIAMI, FL	EMBRAER	EMB-110P1	NONE	78
5027	313BA	022284	CHAMPAIGN, IL	BEECH	99	NONE	120
5028	708ZW	051584	BATTLE CREEK, MI	DEHAVILLAND	DHC-7-102	NONE	158
5029	4753C	062684	ANCHORAGE, AK	FAIRCHILD	C-82A	NONE	10
5030	75941	062584	LARSEN BAY, AK	CESSNA	207A	NONE	8
5031	794N	030884	ERLANGER, KY	BOEING	737-200	NONE	144
5032	724DA	060384	FT. LAUDERDALE, FL	LOCKHEED	L-1011	NONE	80
5033	1113J	012684	RICHMOND, VA	BRITISH AERO	1-11	NONE	244
5034	32139	061484	CHOWCHILLA, CA	PIPER	PA-32-300	NONE	34
5035	7831F	022084	RIVERSIDE, CA	CESSNA	150F	NONE	22
5035	6496M	022084	RIVERSIDE, CA	CESSNA	152	NONE	24
5036	150US	051784	MINNEAPOLIS, MN	MCDONNELL-DO	DC-10-40	NONE	162
5037	123CZ	060484	SPOKANE, WA	BEECH	1900C	NONE	254
5038	492DM	071784	COLUMBIA, MO	BEECH	C-45H	NONE	172
5039	1014P	062984	GRAND ISLAND, NE	SWEARINGEN	SA227-AC	NONE	178
5040	1993	031084	DFW AIRPORT, TX	BOEING	727-23	NONE	228
5041	888B	030784	FORT WORTH, TX	BEECH	BE-200	NONE	226
5042	7360A	082084	REDDING, CA	CESSNA	172	NONE	38
5043	203AA	021784	SANTA ANA, CA	MCDONNELL DO	DC-9-82	NONE	20
5044	8924E	021684	FOREST PARK, GA	MCDONNELL DOU	DC-9-31	NONE	106
5045	9015U	070984	PORTLAND, OR	BOEING	B737-222	NONE	216
5046	50319	081884	GASTONIA, NC	CESSNA	150H	NONE	176
5047	411EA	082584	ORLANDO, FL	MCDONNELL DO	DC-9-51	NONE	88
5048	751PA	041484	MARTINIQUE, OF	BOEING	747-121	NONE	198

File Order Listing - Issue No. 17, 1984

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
5049	2969	041784	FT. LAUDERDALE, FL	GRUMMAN	G-73T	NONE	76
5050	417PE	062784	PORTLAND, ME	BOEING	737-130	MINOR	154
5051	401EA	012184	TAMPA, FL	DOUGLAS	DC-9-51	NONE	70
5052	FBPVS	051184	LOS ANGELES, CA	BOEING	747	NONE	26
5053	956VJ	080684	NASHVILLE, TN	MCDONNELL DO	DC-9-30	NONE	220
5054	4999S	033084	CLAYTON, NC	PIPER	PA-28R-200	NONE	174
5056	237AM	052484	ALBUQUERQUE, NM	SWEARINGEN	SA226TC	NONE	184
5058	6507U	101884	SEATTLE, WA	MOONEY	M20C	NONE	258
5058	86970	101884	SEATTLE, WA	BOEING	VC-137B-BN	NONE	260
5059	86971	093084	AKRON, OH	BOEING	VC-137B-BN	NONE	204
5059	3057L	093084	AKRON, OH	CESSNA	310J	NONE	206
5060	305MM	092484	LAFAYETTE, IN	BEECH	A36TC	NONE	142
5061	29144	102284	ORLANDO, FL	MESSERSCHMIT	BO-105	NONE	94
5062	322CS	010284	TETERBORO, NJ	LOCKHEED	1329-25	NONE	180
5063	146AP	051184	UNALASKA, AK	BRITISH AERO	BAE-146	NONE	6
5064	1014T	112984	PULLMAN, WA	FAIRCHILD-SW	SA 227	NONE	262
5065	72TM	083184	WASHINGTON, DC	BEECH	58	NONE	58
5066	31264	111484	TALLAHASSEE, FL	SWEARINGEN	SA-226AT	NONE	100
5067	8830V	102184	PALM COAST, FL	BELLANCA	17-31A	NONE	92
5068	66KA	032884	HERNDON, VA	BEECH	C90	NONE	246
5070	723RW	051784	COVINGTON, KY	BOEING	727	SERIOUS	146
5071	8711E	060584	PHILADELPHIA, PA	BOEING	720-025	NONE	218
5072	613US	092984	SEATTLE, WA	BOEING	747-200B	NONE	256
5073	3420N	080784	KISSIMEE, FL	MOONEY	M20F	NONE	86
5074	780JA	090384	WASHINGTON, DC	MCDONNELL-DO	MD-80	NONE	62

File Order Listing - Issue No. 17, 1984

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
5074	7078U	090384	WASHINGTON, DC	BOEING	727-22	NONE	60
5075	21YF	110384	WHEELING, IL	CESSNA	T210L	NONE	134
5076	320BA	060984	CHICAGO, IL	BEECH	99	MINOR	124
5077	914MA	092984	HOUSTON, TX	DEHAVILLAND	DHC-6-300	NONE	232
5078	5115S	102684	TULSA, OK	SWEARINGEN	SA226TC	NONE	212
5079	6713D	112784	GLENDALE, CA	BEECH	C24R	NONE	42
5080	333MV	032184	MOLINE, IL	SHORT BROS	SD3-30	NONE	122
5081	13CM	070384	MUNCIE, IN	ENSTROM	F-28A	NONE	140
5082	163MA	041684	MILWAUKEE, WI	SWEARINGEN	SA226TC	NONE	264
5083	460MC	090784	WASHINGTON, DC	DASSAULT/SUD	FAN JET FA	NONE	64
5084	139PB	122784	NAPLES, FL	DOUGLAS	DC3A	NONE	102
5085	402PB	122984	SANFORD, FL	CESSNA	402B	NONE	104
5086	855TW	060284	FLUSHING, NY	BOEING	727-31	NONE	192
5087	8048U	062684	CHICAGO, IL	MCDONNELL-DO	DC-8-54	NONE	130
5089	1053U	111384	MIAMI, FL	PIPER	PA-34-200	NONE	98
5090	1992	070384	DENVER, CO	BOEING	727-23	NONE	50
5091	501SS	081384	MEMPHIS, TN	SWEARINGEN	SA226TC	MINOR	222
5092	5785V	111184	OAK CITY, UT	AEROSPATIALE	SA315B (LA	NONE	240
5092	9362	111184	OAK CITY, UT	AEROSPATIALE	SA-316 ALO	MINOR	242
5093	97RE	110584	CHICAGO, IL	ROCKWELL INT	NA-265-25	NONE	136
5094	722AA	101784	LAS VEGAS, NV	BOEING	727-227	NONE	186
5095	124AA	091584	DFW AIRPORT, TX	MCDONNELL-DO	DC-10-10	NONE	230
5096	3322L	100884	HOUSTON, TX	DOUGLAS	DC9-32	NONE	236
5096	107T	100884	HOUSTON, TX	CESSNA	CITATION 5	NONE	234
5097	264US	120484	ATLANTA, GA	BOEING	727-251	NONE	112

File Order Listing - Issue No. 17, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5098	1921T	102184	FORT MORGAN, CO	BEECH	99A	NONE	54
5099	5840T	110484	SANTA ANA, CA	WESTLAND	WG30	NONE	40
5100	1806U	061084	LOS ANGELES, CA	MCDONNELL DO	DC-10-10	NONE	28
5101	2756F	101084	CHAMBLEE, GA	BELL	206B	NONE	110
5102	4867T	061884	CHICAGO, IL	MCDONNELL DO	DC-8-73	NONE	126
5103	7351F	082984	MADISON, WI	BOEING	737-291	NONE	266
5104	9058P	072984	DENVER, CO	DEHAVILLAND	DHC-7-100	NONE	52
5105	25RL	122184	AKRON, OH	BEECH	58P	NONE	208
5106	233AM	062784	JOPLIN, MO	SWEARINGEN	SA226TC	NONE	170
5108	501PA	061184	LOS ANGELES, CA	LOCKHEED	L-1011-385	NONE	32
5109	2GL	061384	PONTIAC, MI	FAIRCHILD	SA-227-TT	NONE	160
5110	518PE	072684	BUFFALO, NY	BOEING	727-232	NONE	194
5111	79CM	102984	JACKSONVILLE, FL	PIPER	PA-60	NONE	96
5112	721RW	072584	MINNEAPOLIS, MN	BOEING	727-2M7	NONE	164
5113	1852U	102784	CHICAGO, IL	MCDONNELL-DO	DC-10-30	NONE	132
5114	117AA	121284	JAMAICA, NY	MCDONNELL DO	DC-10-10	NONE	196
5116	175P	021584	INDIANAPOLIS, IN	SWEARINGEN	SA-26AT	NONE	138
5117	3613D	050784	GORHAM, ME	BARNES	FIREFLY 7	MINOR	152
5118	DABYP	122084	NEW ORLEANS, LA	BOEING	747-200	NONE	148
5118	UNK	122084	NEW ORLEANS, LA	UNKNOWN	UNKNOWN	NONE	150
5119	4712U	061184	SAN FRANCISCO, CA	BOEING	747-122	NONE	30
5120	9121V	090584	SARATOGA, WY	MOONEY	M20F	NONE	270
5122	8330G	090484	DADE COLLIER, FL	PIPER	PA-28-161	FATAL	90
6001	XALAP	030384	DENVER, CO	GATES LEARJE	25D	NONE	46
6002	GSAIL	062384	CHICAGO, IL	BOEING	707-323C	NONE	128

File Order Listing - Issue No. 17, 1984

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
6003	DIKKS	071484	CONCORD, CA	PIPER	PA-31T	FATAL	36
6004	CGSCA	010984	ST. LOUIS, MO	DOUGLAS	DC-3C	FATAL	166
6005	XBCPH	010784	MCALLEN, TX	CESSNA	182	NONE	224
6006	CGDPP	042884	MARINE CITY, MI	CESSNA	152	NONE	156
6007	XAPIK	072484	KEY WEST, FL	MCDONNELL DO	DC-8-51	SERIOUS	84
6008	CGHLW	041684	DIAMOND LAKE, OR	CESSNA	150L	FATAL	214
6009	DQFDN	061984	BARBERS POINT, HI	CESSNA	206	NONE	116
6010	XAAMF	011084	LOS ANGELES, CA	MCDONNELL DOU	DC-9-30	MINOR	16
6011	DABYO	011884	JAMAICA, NY	BOEING	747-230	SERIOUS	188
6012	LNRKB	022884	JAMAICA, NY	MCDONNELL DO	DC-10-30	SERIOUS	190

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 17 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5005 1/14/84 KOTZEBUE, AK A/C Reg. No. N75738 Time (Lcl) - 1722 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BERING AIR, INC.	MINOR					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Incident Occurred During	-LANDING			0	0	0	0

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL TS10-520	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	KOTZEBUE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NOORVIK, AK	Runway Ident - N/A
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 4855
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - C-207	Make/Model - 225
		Instrument - 350
		Last 30 Days - 100
		Last 90 Days - 280
		Multi-Eng - 2025

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF THE ENG STARTED TO RUN ROUGH & THEN FAILED COMPLETELY. INVESTIGATION REVEALED THAT THE CRANKSHAFT HAD FAILED IN FATIGUE. LABORATORY TEST SHOWED A CORE HARDNESS BELOW THE MINIMUM SPECIFIED.

Brief of Incident (Continued)

File No. - 5005

1/14/84

KOTZEBUE, AK

A/C Reg. No. N75738

Time (Lcl) - 1722 AST

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
 2. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
-

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 incident is/are finding(s) 1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5007 2/14/84 ANCHORAGE, AK A/C Reg. No. N8495E Time (Lcl) - 1640 YST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage MINOR		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
Incident Occurred During -LANDING						

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

Make/Model - BELL 47G-2A	Eng Make/Model - LYCOMING VO-435-A1E	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	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	ANCHORAGE, AK	
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 - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 13000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 561
SE LAND, SE SEA	Months Since - 3	Make/Model- 286
HELICOPTER	Aircraft Type - 47G2A	Instrument- 0
		Multi-Eng - 8
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 98
		Rotorcraft - 288

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TAIL ROTOR STRUCK SNOW DURING AN AUTOROTATIVE LANDING FOLLOWING AN ENG FAILURE. THE SNOW DEPTH VARIED BETWEEN 32 & 45 INCHES. EXAMINATION OF THE ENG REVEALED THAT THE RT HAND MAG WAS FIRING INTERMITTENTLY ON TWO OF THE SIX DISTRIBUTOR CONTACTS WHICH WERE GAPPED CLOSER THAN THE PRESCRIBED MINIMUM.

Brief of Incident (Continued)

File No. - 5007

2/14/84

ANCHORAGE, AK

A/C Reg. No. N8495E

Time (Lc1) - 1640 YST

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

Finding(s)

1. UNDETERMINED
 2. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL
 3. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5063 5/11/84 UNALASKA,AK A/C Reg. No. N146AP Time (Lcl) - 1745 ADT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-AIR PAC	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	0	None
Incident Occurred During	-LANDING							6
								1

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

Make/Model	- BRITISH AEROSPACE BAE-146	Eng Make/Model	- LYCOMING ALF 502 R-5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 82250	Engine Type	- TURBOFAN		
No. of Seats	- 93	Rated Power	- 6970 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	ADAK,AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	UNALASKA,AK	UNALASKA
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3900/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - GRAVEL
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - ADF/NDB	Runway Status - DRY
Obstructions to Vision- NONE		
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)
ATP	Current - YES	Total - 26000
SE LAND,ME LAND	Months Since - 6	Make/Model- 100
	Aircraft Type - 100	Instrument- UNK/NR
		Multi-Eng - 22000
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A "NO BRAKE CONDITION" WAS EXPERIENCED WHILE THE PLT WAS USING THE YELLOW BRAKE SYS DURING A LANDING. THE NORMAL LANDING PROCEDURE CALLS FOR USING THE GREEN SYS. DURING THE ROLL-OUT, THE PLT SELECTED THE EMERGENCY YELLOW SYS & SUBSEQUENTLY LOCKED THE BRAKES. HE STATED THAT THE YELLOW HYDRAULIC SYS WAS USED BECAUSE OF A PROBLEM WITH THE GREEN SYS ON THE PREVIOUS DAY. ALSO, HE REPORTED THAT MANAGEMENT HAD DECIDED TO USE THE YELLOW SYS. THE SPECIFIC LEVEL OF MANAGEMENT THAT HAD REPORTEDLY MADE THIS DECISION WAS NOT IDENTIFIED.

Brief of Incident (Continued)

File No. - 5063

5/11/84

UNALASKA, AK

A/C Reg. No. N146AP

Time (Lcl) - 1745 ADT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
 2. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT
 3. IMPROPER DECISION - COMPANY/OPERATOR MGMT
 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 5. BRAKES(EMERGENCY) - SELECTED -
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5030 6/25/84 LARSEN BAY, AK A/C Reg. No. N75941 Time (Lcl) - 1110 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -UYAK AIR SERVICE	MINOR		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Incident Occurred During -LANDING					1
					3

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

Make/Model - CESSNA 207A	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LARSEN BAY, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3300 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3300 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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1494
SE LAND, SE SEA	Months Since - 1	Make/Model- 103
	Aircraft Type - C-207	Instrument- 90
		Multi-Eng - 4
		Last 24 Hrs - 5
		Last 30 Days- 100
		Last 90 Days- 211
		Rotorcraft - 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 12 MINS AFTER TAKEOFF WHILE AT 2300 FT MSL, THE ENG BEGAN TO SHAKE, OIL COVERED THE WINDSHIELD & OIL PRESSURE WAS LOST. SUBSEQUENTLY, THE PLT MADE A FORCED LANDING IN AN AREA OF TALL GRASS ON A RIVER DELTA. DURING THE LANDING, THE NOSE GEAR COLLAPSED & THE PROP WAS DAMAGED. AN EXAM REVEALED THE #2 CONNECTING ROD, P/N 633403, HAD FAILED & PUNCTURED A HOLE IN THE ENG CRANKCASE.

Brief of Incident (Continued)

File No. - 5030

6/25/84

LARSEN BAY, AK

A/C Reg. No. N75941

Time (Lc1) - 1110 ADT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5029 6/26/84 ANCHORAGE, AK A/C Reg. No. N4753C Time (Lcl) - 0924 ADT

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

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage	Injuries			
Name of Carrier -NORTHERN AIR CARGO	MINOR	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	0
Incident Occurred During -LANDING					

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

Make/Model - FAIRCHILD C-82A	Eng Make/Model - P&W R-2800	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 50000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 2100 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/005 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 7500 FT</p> <p>Lowest Ceiling - 7500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</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;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ANCHORAGE</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 10496/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 6400
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 440
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL AT THE DESTINATION ARPT, THE AIRCREW WAS UNABLE TO EXTEND THE LANDING GEAR BY USING EITHER THE NORMAL OR EMERGENCY SYSTEMS. THEY ELECTED TO RETURN TO ANCHORAGE WHERE EMERGENCY EQUIPMENT WAS AVAILABLE. FUEL WAS REDUCED & SUBSEQUENTLY A WHEELS UP LANDING WAS MADE ON A FOAMED RWY. AN EXAM REVEALED THAT THE RIGHT GIMBAL RING/TRAVEL NUT, P/N A7601A, HAD TRAVELED BEYOND ITS NORMAL DISTANCE & JAMMED AGAINST THE COLLAR ON THE ELECTRIC ACTUATOR.

Brief of Incident (Continued)

File No. - 5029

6/26/84

ANCHORAGE, AK

A/C Reg. No. N4753C

Time (Lcl) - 0924 ADT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - JAMMED
 2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5008 1/01/84 ATLANTIC OCEAN, AO A/C Reg. No. N82NA Time (Lcl) - 1554 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-PAN AMERICAN WORLD AIRWAY	NONE					
Type of Operation	-NON SCHED, INTL, PAX/CARGO	Fire	Crew	0	0	0	13
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	1	316
Incident Occurred During	-CRUISE		Other	0	0	0	166

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

Make/Model	- MCDONNELL DOUGLAS DC-10-30	Eng Make/Model	- GE CF6	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 555000	Engine Type	- TURBOFAN		
No. of Seats	- 345	Rated Power	- 6 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NEW YORK, NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ST. MAARTEN	UNKNOWN
Wind Dir/Speed- 030/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - UNK/NR
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT NEARLY COLLIDED WITH PAA N656PA AT FL370 ABOUT 200 MI EAST OF MIAMI WHEN ACFT PASSED ABOUT 300 FT FROM EACH OTHER IN A NONRADAR ENVIRONMENT. BOTH ACFT WERE AT THEIR ASSIGNED FLIGHT LEVEL & WERE OPERATING ON ROUTES APPROVED & ISSUED BY MIAMI ARTCC. THE D72 CONTROLLER(CTLR) FAILED TO COORDINATE THE ALT OF N656PA WITH THE D81 CTLR, FAILED TO NOTE CONFLICT WHEN HE APPROVED FL370 FOR N82NA, & PLACED FLT PROGRESS STRIP FOR N82NA IN WRONG BAY AT SECTOR 72 POSITION. ADDITIONALLY, D81 & R81 CTLRS FAILED TO DETECT CONFLICT BETWEEN THE TWO ACFT. THE R72 CTLR DID NOT CAREFULLY READ THE STRIP WHEN HE FOUND IT. THE BOARD ALSO FOUND THE QUALITY ASSURANCE EFFORTS AT THE MIAMI ARTCC TO BE DEFICIENT.

Brief of Incident (Continued)

File No. - 5008

1/01/84

ATLANTIC OCEAN, AO

A/C Reg. No. N82NA

Time (Lc1) - 1554 EST

Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)
 2. CREW/GROUP COORDINATION - INADEQUATE - ATC PERSONNEL(ARTCC)
-

Occurrence #2 ABRUPT MANEUVER
Phase of Operation CRUISE - NORMAL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5008 1/01/84 ATLANTIC OCEAN, AO A/C Reg. No. N656PA Time (Lcl) - 1554 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-PAN AMERICAN WORLD AIRWAY	NONE						
Type of Operation	-SCHEDULED, INTL, PAX/CARGO	Fire	Crew	Fatal	0	0	0	15
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	151
Incident Occurred During	-CRUISE		Other	0	0	0	1	329

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

Make/Model	- BOEING 747-121	Eng Make/Model	- P&W JT9D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 710000	Engine Type	- TURBOJET		
No. of Seats	- 495	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LONDON, ENGLAND	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	Runway Ident - N/A
Wind Dir/Speed- 030/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT NEARLY COLLIDED WITH PAA N82NA AT FL370 ABOUT 200 MI EAST OF MIAMI WHEN ACFT PASSED ABOUT 300 FT FROM EACH OTHER IN A NONRADAR ENVIRONMENT. BOTH ACFT WERE AT THEIR ASSIGNED FLIGHT LEVEL & WERE OPERATING ON ROUTES APPROVED & ISSUED BY MIAMI ARTCC. THE D72 CONTROLLER(CTLR) FAILED TO COORDINATE THE ALT OF N656PA WITH THE D81 CTLR, FAILED TO NOTE CONFLICT WHEN HE APPROVED FL370 FOR N82NA, & PLACED FLT PROGRESS STRIP FOR N82NA IN WRONG BAY AT SECTOR 72 POSITION. ADDITIONALLY, D81 & R81 CTLRS FAILED TO DETECT CONFLICT BETWEEN THE TWO ACFT. THE R72 CTLR DID NOT CAREFULLY READ THE STRIP WHEN HE FOUND IT. THE BOARD ALSO FOUND THE QUALITY ASSURANCE EFFORTS AT THE MIAMI ARTCC TO BE DEFICIENT.

Brief of Incident (Continued)

File No. - 5008

1/01/84

ATLANTIC OCEAN, AO

A/C Reg. No. N656PA

Time (Lc1) - 1554 EST

Occurrence NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)
 2. CREW/GROUP COORDINATION - INADEQUATE - ATC PERSONNEL(ARTCC)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6010 1/10/84 LOS ANGELES, CA A/C Reg. No. XAAMF Time (Lc1) - 1316 PST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -AEROMEXICO	NONE				
Type of Operation -SCHEDULED,INTL,PASSENGER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	2
Acc/Inc Occurred During -APPROACH			0	0	2
					None
					4
					25

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

Make/Model - MCDONNELL DOUGLAS DC-9-30	Eng Make/Model - UNKNOWN UNKNOWN	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 109000	Engine Type - UNK/NR	
No. of Seats - 116	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MONTERREY,MX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOS ANGELES,CA	LOS ANGELES
Wind Dir/Speed- 260/007 KTS		Runway Ident - 24L
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 30000 FT THIN OVC	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - UNK/NR	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN AEROMEXICO DC-9 ENCOUNTERED WAKE TURBULENCE FROM A TWA L-1011 ON THE APPROACH TO RWY 24L. THE AEROMEXICO ACFT WAS 6 MILES (1 MIN & 10 SEC) BEHIND THE TWA ACFT & 800 FT BELOW ITS GLIDESLOPE AT 6100 FT WHEN THE INCIDENT OCCURRED.

Brief of Accident/Incident (Continued)

File No. - 6010

1/10/84

LOS ANGELES, CA

A/C Reg. No. XAAMF

Time (Lc1) - 1316 PST

Occurrence

VORTEX TURBULENCE ENCOUNTERED

Phase of Operation

APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5023 1/20/84 REDDING, CA A/C Reg. No. N35479 Time (Lcl) - 0643 PST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AFS AIRLINES	MINOR		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	4	
Incident Occurred During	-TAXI							

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 350 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	ARCATA, CA		REDDING MUNICIPAL	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAWN				

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 4600	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 4	Make/Model - 1700	Last 30 Days - UNK/NR
	Aircraft Type - PA-31	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO TAKEOFF, SMOKE WAS NOTED IN THE COCKPIT AREA, SHORTLY AFTER THE PLT ACTIVATED THE HEATER IGNITION SWITCH. THE PLT IMMEDIATELY STOPPED & SECURED THE ACFT & ASSISTED THE PASSENGERS IN DEPLANING. AN EXAM OF THE JANITROL HEATER, MODEL B4050, REVEALED THE AFT SECTION OF THE TUBE ASSEMBLY HAD CRACKED; THE INNER TUBE ASSEMBLY WAS CORRODED & A B-NUT WAS "FINGER TIGHT." ALSO, THERE WAS FIRE DAMAGE IN THE NOSE SECTION OF THE ACFT, NEAR THE HEATER. THE DIRECTOR OF MAINTENANCE SAID THAT AD-82-07-03, INSPECTION OF THE HEATER TUBE ASSEMBLY, WAS COMPLIED WITH ON 11/14/83.

Brief of Incident (Continued)

File No. - 5023

1/20/84

REDDING, CA

A/C Reg. No. N35479

Time (Lc1) - 0643 PST

Occurrence

FIRE

Phase of Operation

TAXI - TO TAKEOFF

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 2. AIR COND/HEATING/PRESSURIZATION - CORRODED
 3. AIR COND/HEATING/PRESSURIZATION - CRACKED
 4. AIR COND/HEATING/PRESSURIZATION - LOOSE
 5. FLUID, FUEL - LEAK
 6. FUSELAGE - FIRE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5043 2/17/84 SANTA ANA, CA A/C Rég. No. N203AA Time (Lc1) - 0846 PST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES, INC.	NONE		Fatal	0	0	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	5
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	93
Incident Occurred During	-CLIMB						

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

Make/Model	- MCDONNELL DOUGLAS DC-9-82	Eng Make/Model	- P&W JT8D-217	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 400000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 20850 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELETYPE	SANTA ANA, CA			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	DALLAS, TX		JOHN WAYNE	
Wind Dir/Speed	- 360/005 KTS	ATC/Airspace		Runway Ident	- 01L
Visibility	- 40.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 5700/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	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 - UNK/NR	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF A TTL PWR LOSS WAS EXPERIENCED ON THE NUMBER 1 ENGINE. EXAMINATION OF THE ENGINE REVEALED SUBSTANTIAL DAMAGE OCCURRED IN THE COMPRESSOR SECTION FROM STAGE 6 REARWARD. 40 STAGE 8 COMPRESSOR BLADES WERE FORCED COMPLETELY OUT OF THEIR DISK DOVETAIL SLOTS. OF THE 18 REMAINING BLADES, 17 WERE MISSING THEIR AIRFOILS WHICH HAD FRACTURED JUST ABOVE THE PLATFORM. THE 18TH BLADE WAS FRACTURED THROUGH THE ROOT AREA JUST BELOW THE PLATFORM. METALLURGICAL EXAMINATION OF THE 18TH BLADE DISCLOSED THE BLADE SUSTAINED A DIAGONAL AND TRANSVERSE FRACTURE THROUGH THE ROOT OF THR BLADE PROGRESSING IN HIGH CYCLE FATIGUE FROM THE ORIGIN ALONG THE EDGE OF THE DISK.

Brief of Incident (Continued)

File No. - 5043

2/17/84

SANTA ANA, CA

A/C Reg. No. N203AA

Time (Lc1) - 0846 PST

Occurrence LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. COMPRESSOR ASSEMBLY, BLADE - FATIGUE
 2. COMPRESSOR ASSEMBLY, BLADE - SEPARATION
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5035 2/20/84 RIVERSIDE,CA A/C Reg. No. N7831F Time (Lcl) - 1821 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Incident Occurred During -STANDING

MINOR
Fire
NONE

Fatal
Crew 0
Pass 0
Other 0

Serious
Minor
None
0 0 0 1
0 0 0 0
0 0 0 1

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/005 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 20000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RIVERSIDE MUNI
Runway Ident - 09
Runway Lth/Wid - 5400/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 91
Make/Model- 42
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

N6496M EXECUTED A TAKEOFF ON TAXIWAY "A" & COLLIDED WITH CESSNA N7831F HOLDING SHORT OF RWY 09 AT TAXIWAY "H".

Brief of Incident (Continued)

File No. - 5035

2/20/84

RIVERSIDE, CA

A/C Reg. No. N7831F

Time (Lc1) - 1821 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. WRONG RUNWAY - SELECTED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5035 2/20/84 RIVERSIDE, CA A/C Reg. No. N6496M Time (Lcl) - 1821 PST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - UNK/NR	RIVERSIDE, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LANCASTER, CA	RIVERSIDE MUNI
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
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)
PRIVATE	Current - YES	Total - 119
SE LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 109
		Last 30 Days- 6
		Instrument- 2
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 152, N6496M, COLLIDED WITH CESSNA 150F, N7831F, DURING THE TAKEOFF ROLL AT RIVERSIDE MUNI ARPT. N6496M WAS ISSUED A CLEARANCE FOR TAKEOFF FROM RWY 09 BUT TAXIED ONTO TAXIWAY "A" WHICH INTERSECTS TAXIWAY "H", AND EXECUTED THE TAKEOFF.

Brief of Incident (Continued)

File No. - 5035

2/20/84

RIVERSIDE,CA

A/C Reg. No. N6496M

Time (Lcl) - 1821 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. LANDING LIGHTS - NOT USED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5052 5/11/84 LOS ANGELES, CA A/C Reg. No. FBPVS Time (Lcl) - 2156 PDT

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

Type Operating Certificate-AIR TRAVEL CLUB	Aircraft Damage MINOR					
Type of Operation - SCHEDULED, INTL, PAX/CARGO	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under - 14 CFR 129	IN FLIGHT	Pass	0	0	0	1
Incident Occurred During - TAKEOFF			0	0	0	0

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

Make/Model - BOEING 747	Eng Make/Model - GE CF6-50	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 733000	Engine Type - TURBOFAN	
No. of Seats - 396	Rated Power - 47000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	LOS ANGELES INTL
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision - UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - UNK/NR
		Last 30 Days - UNK/NR
		Instrument - UNK/NR
		Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ROTATION THE #2 ENG SUSTAINED AN EXPLOSIVE RUPTURE OF ITS COMPRESSOR REAR FRAME(CRF). THE CREW OBSERVED A RAPID DROP IN THE #2 ENG PERFORMANCE PARAMETERS & THE ILLUMINATION OF THE #2 ENG THRUST REVERSERS "UNLOCK AND IN TRANSIT" LITES. THE CREW DISCHARGED A FIRE BOTTLE. AFTER THE ENG WAS SHUT DOWN & THE FUEL DUMPED, THE CREW LANDED THE ACFT WITHOUT FURTHER INCIDENT. THE ENG DAMAGE WAS PRIMARILY CONFINED TO AN AXIALLY RUPTURED OUTER CASING OF THE CRF. THE CRF HAD FRACTURED AS A RESULT OF A HIGH-STRESS(LOW-CYCLE) FATIGUE. THE FATIGUE ORIGINATED AT A ZONE OF MICROPOROSITY IN THE IGNITOR PAD AREA OF THE CRF OUTER CASING. TOTAL NUMBER OF CREW & PASSENGERS NOT REPORTED.

Brief of Incident (Continued)

File No. - 5052

5/11/84

LOS ANGELES, CA

A/C Reg. No., FBPVS

Time (Lc1) - 2156 PDT

Occurrence #1 EXPLOSION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMPRESSOR ASSEMBLY, CASTING - FATIGUE
 2. COMPRESSOR ASSEMBLY, CASTING - EXPLODED
-

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

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

Finding(s)

3. FUEL DUMPED - INTENTIONAL - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5100 6/10/84 LOS ANGELES, CA A/C Reg. No. N1806U Time (Lcl) - 1402 PDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-UNITED AIRLINES, INC.	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	Fatal	Serious	Minor	None	
Incident Occurred During	-TAKEOFF		Pass	0	0	0	12	200

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

Make/Model	- MCDONNELL DOUGLAS DC-10-10	Eng Make/Model	- GE CF6-6D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 440000	Engine Type	- TURBOFAN		
No. of Seats	- 264	Rated Power	- 40000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	LOS ANGELES INT'L	
Wind Dir/Speed	- 270/007 KTS	Runway Ident	- 25
Visibility	- 10.0 SM	Runway Lth/Wid	- 1209/ 150
Lowest Sky/Clouds	- CLEAR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 21000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 800	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW WERE UNABLE TO RETRACT THE RIGHT WING SPOILERS AFTER TAKEOFF & RETURNED TO THE DEPARTURE ARPT FOR AN UNEVENTFUL LANDING. AN INSPECTION REVEALED RUST & DEBRIS IN THE AREA OF THE BELLCRANK WHICH PREVENTED THE #1, #4 & #5 RGT HAND SPOILERS FROM RETRACTING. THE SPOILERS REMAINED EXTENDED 4 TO 5 INCHES.

Brief of Incident (Continued)

File No. - 5100

6/10/84

LOS ANGELES, CA

A/C Reg. No. N1806U

Time (Lc1) - 1402 PDT

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

Finding(s)

1. FLT CONTROL SYST, WING SPOILER SYSTEM - FOREIGN OBJECT
2. FLT CONTROL SYST, WING SPOILER SYSTEM - CORRODED
3. FLT CONTROL SYST, WING SPOILER SYSTEM - MOVEMENT RESTRICTED
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5119 6/11/84 SAN FRANCISCO, CA A/C Reg. No. N4712U Time (Lcl) - 2130 PDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINES	MINOR		Fatal	0	Injuries	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Serious	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	0
Incident Occurred During	-APPROACH					None	3
							1

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

Make/Model	- BOEING 747-122	Eng Make/Model	- P&W JT9D-3	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 775000	Engine Type	- TURBOFAN		
No. of Seats	- 429	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	HONOLULU, HI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAN FRANCISCO, CA	Runway Ident - N/A
Wind Dir/Speed- 280/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 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 - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 31140
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST INSIDE THE OUTER MARKER, A "LOUD BANG" WAS HEARD & LEFT AILERON INPUT WAS NEEDED TO CONTROL ACFT HEADING. THE LANDING WAS MADE WITHOUT INCIDENT UNTIL THE FLAPS WERE RAISED WHILE TAXIING & THE FLT ENGINEER REPORTED A #4 HYDRAULIC SYSTEM FAILURE. THE CAPT LOST BRAKES AND HAD TO UTILIZE STANDBY BRAKES. AT THIS TIME A SPLIT FLAP INDICATION WAS OBSERVED. INSPECTION REVEALED FLAP TRACK FRACTURED APRX 6 INCHES AFT OF THE FORWARD ATTACH POINT. THE FRACTURE INITIATED ON OUTBOARD FLANGE #1 BOLTHOLE WALL BECAUSE OF PITTING CORROSION. A PORTION OF THE FORE FLAP & A SMALL WING PANEL SEPARATED FROM THE ACFT. DURING FLAP RETRACTION AFTER LANDING, THE TRANSMISSION BALL NUT JAMMED. THE DRIVE TORQUE TUBE FRACTURED AT THIS TIME AND THE BROKEN END OF THE ROTATING TORQUE TUBE DAMAGED HYDRAULIC LINES, CAUSING A LOSS OF HYDRAULIC FLUID. AN ALERT SERVICE BULLETIN WAS ISSUED BY BOEING AFTER THIS INCIDENT & UNITED AIRLINES INITIATED A FLEET WIDE INSPECTION.

Brief of Incident (Continued)

File No. - 5119

6/11/84

SAN FRANCISCO, CA

A/C Reg. No. N4712U

Time (Lcl) - 2130 PDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. FLIGHT CONTROL, FLAP ATTACHMENT - CORRODED
 2. FLIGHT CONTROL, FLAP ATTACHMENT - FATIGUE
 3. HYDRAULIC SYSTEM, LINE - LEAK
 4. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5108 6/11/84 LOS ANGELES, CA A/C Reg. No. N501PA Time (Lcl) - 1403 PDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	PAN AMERICAN WORLD AIRWAY	SUBSTANTIAL					
Type of Operation	SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	14 CFR 121	NONE	Pass	0	0	0	12
Incident Occurred During	TAKEOFF			0	0	0	145

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

Make/Model	LOCKHEED L-1011-385-3	Eng Make/Model	ROLLS ROYCE RB 211	ELT Installed/Activated	YES/NO
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	3	Stall Warning System	YES
Max Gross Wt	450000	Engine Type	TURBOFAN		
No. of Seats	249	Rated Power	50000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP	
Method	LOS ANGELES, CA		
Completeness	Destination	Airport Data	
Basic Weather	MIAMI, FL	LOS ANGELES INT'L	
Wind Dir/Speed	230/014 KTS	Runway Ident	25
Visibility	10.0 SM	Runway Lth/Wid	12091/ 150
Lowest Sky/Clouds	30000 FT SCATTERED	Runway Surface	CONCRETE
Lowest Ceiling	NONE	Runway Status	DRY
Obstructions to Vision	NONE		
Precipitation	NONE		
Condition of Light	DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 15783	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 1	Make/Model - 2483	Last 30 Days - UNK/NR
	Aircraft Type - L-1011	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER THE AIRCREW MOVED THE GEAR HANDLE FROM "UP" TO "OFF", DURING INITIAL CLIMB, THEY HEARD A LOUD BANG IN THE NOSEWHEEL AREA. THEY RETURNED TO THE ARPT & LANDED AFTER DUMPING FUEL. AN EXAM REVEALED THAT BOTH LOWER ATTACH LUGS ON THE NOSE GEAR CRANK ASSEMBLY HAD FAILED & ALLOWED THE RETRACT ACTUATOR ARM TO PENETRATE THE WHEEL WELL BULKHEAD & CARGO COMPARTMENT FLOOR. A METALLURGICAL EXAM REVEALED THAT THE LEFT LUG HAD FAILED IN OVERLOAD AFTER FAILURE OF THE RIGHT LUG. THE FRACTURE SURFACE OF THE RIGHT LUG WAS TOO BADLY DAMAGED FOR AN EVALUATION; HOWEVER, SOME INTERGRANULAR CORROSION WAS NOTED IN THE REMAINING FRACTURE FACE.

Brief of Incident (Continued)

File No. - 5108

6/11/84

LOS ANGELES, CA

A/C Reg. No. N501PA

Time (Lc1) - 1403 PDT

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

Finding(s)
1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5034 6/14/84 CHOWCHILLA, CA A/C Reg. No. N32139 Time (Lcl) - 2140 PDT

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	COALINGA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHOWCHILLA
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3250/ 60
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - UNK/NR	Total - 710
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 710
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 83
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH VASI LIGHTS DURING AN UNSCHEDULED LANDING WHEN PLT BECAME ILL & ACCORDING TO THE PASSENGERS BECAME UNCONSCIOUS. THE PASSENGER, A NON-PLT, LANDED THE ACFT. THE PLT WAS TRANSPORTED BY AMBULANCE TO A NEARBY HOSPITAL WHERE DOCTORS STATED THAT HE WAS SUFFERING FROM ACUTE EMPHYSEMA.

Brief of Incident (Continued)

File No. - 5034

6/14/84

CHOWCHILLA, CA

A/C Reg. No. N32139

Time (Lc1) - 2140 PDT

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

Finding(s)

1. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 3. INCAPACITATION(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
 4. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. OBJECT - APPROACH LIGHT/NAVAID
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6003	7/14/84	CONCORD, CA	A/C Reg. No. DIKKS	Time (Lcl) - 1212 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	ON GROUND	Crew 2	0	0	0
Acc/Inc Occurred During - APPROACH		Pass 4	0	0	0

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

Make/Model - PIPER PA-31T	Eng Make/Model - P & W PT6A-28	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9000	Engine Type - TURBOPROP	
No. of Seats - 7	Rated Power - 620 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELETYPE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 15000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 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 SANTA MONICA, CA</p> <p>Destination CONCORD, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data BUCHANAN</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wld - 4600/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) FOREIGN SE LAND, ME LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - PA-42</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1400</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-31T WAS A FOREIGN REGISTERED ACFT (FEDERAL REPUBLIC OF GERMANY). THE OWNER/PLT IN THE LEFT FRONT SEAT HELD A GERMAN COMMERCIAL CERTIFICATE WITH AIRPLANE INSTRUMENT, SINGLE ENG LAND & MULTI-ENG LAND RATINGS. THE PLT IN THE RIGHT FRONT SEAT HELD AN AMERICAN PRIVATE CERTIFICATE WITH AN AIRPLANE SINGLE ENG LAND RATING. DURING ARRIVAL, THE ACFT WAS CLEARED TO ENTER A RIGHT TRAFFIC PATTERN FOR RWY 32R & WAS TO FOLLOW A DECATHLON THAT WAS LANDING ON THE SAME RWY. WHEN THE PA-31 AIRCREW CALLED TURNING ONTO A BASE LEG, THE TOWER ASKED IF THEY HAD THE DECATHLON IN SIGHT, BUT THEY DID NOT REPLY. THE DECATHLON PLT WAS THEN INSTRUCTED TO CHANGE HIS APCH TO 32L & WAS CLEARED TO LAND. THE PA-31 WAS OBSERVED TO OVERSHOOT THE TURN TO THE FINAL APCH COURSE TO RWY 32R. WITNESSES REPORTED THE ACFT MADE AN ERRATIC, SLOW SPEED, NOSE HI TURN AT LOW ALT, THEN IT ENTERED A RIGHT TURN, NOSE DOWN SPIN, CRASHED & BURNED. IMPACT OCCURRED ON A GROUND STRUCTURE. AN INVESTIGATION REVEALED NO PREIMPACT/PART FAILURE OR MALFUNCTION. FIRE DMG TO 5 AUTOS.

Brief of Accident/Incident (Continued)

File No. - 6003

7/14/84

CONCORD, CA

A/C Reg. No. DIKKS

Time (Lc1) - 1212 PDT

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

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - 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/incident is/are finding(s) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5042 8/20/84 REDDING, CA A/C Reg. No. N7360A Time (Lc1) - 1700 PDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination SAN MARTIN, CA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRPORT Airport Data BENTON Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 56 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1170 Make/Model- 1170 Instrument- 7 Last 24 Hrs - 2 Last 30 Days- 13 Last 90 Days- 16
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Instrument Rating(s) - NONE

-----Narrative-----

PLT BRIEFED PAX ON USE OF BRAKES SO HE COULD HAND PROP ACFT. PLT STATED, THE ACFT "GOT AWAY FROM THE PASSENGER" WHEN THE ENGINE STARTED. ACFT CONTACTED A PARKED ACFT AND A HANGAR BEFORE STOPPING.

Brief of Incident (Continued)

File No. - 5042

8/20/84

REDDING, CA

A/C Reg. No. N7360A

Time (Lcl) - 1700 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 2. STARTING PROCEDURE - INITIATED -
 3. BRAKES(NORMAL) - IMPROPER USE OF - PASSENGER
 4. OBJECT - AIRCRAFT PARKED
 5. OBJECT - AIRPORT FACILITY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5099 11/04/84 SANTA ANA, CA A/C Reg. No. N5840T Time (Lcl) - 2145 PST

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

Type Operating Certificate-COMMUTER

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Incident Occurred During -CLIMB

Aircraft Damage

NONE
Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious	Minor	None
0	0	2
0	0	0

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

Make/Model - WESTLAND WG30
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 12350
No. of Seats - 18

Eng Make/Model - ROLLS ROYCE GEM 510
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 1050 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 2.000 SM
Lowest Sky/Clouds - 700 FT
Lowest Ceiling - OBSCURED
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SANTA ANA, CA
Destination
LOS ANGELES, CA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ASR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JOHN WAYNE
Runway Ident - 19
Runway Lth/Wid - 2887-N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
HELICOPTER

Age - 36

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4400	Last 24 Hrs	- UNK/NR
Make/Model-	475	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING A CLIMB TO CRUISE, THE CREW EXPERIENCED CONTROL DIFFICULTIES WHEN THE FOR-&-AFT TRIM ACTUATOR BEGAN TO MOTOR FORWARD AND WOULD NOT STOP. AN EMERG DESCENT WAS MADE WITH BOTH PLTS EXERTING AFT CYCLIC PRESSURE TO PREVENT THE SPEED FROM INCREASING OVER 120 KTS. THE ACFT RETURNED SUCCESSFULLY TO THE DEPARTURE ARPT. ALL GAGES INDICATED NORMAL AND NO WARNING LIGHTS WERE OBSERVED. AN INVESTIGATION REVEALED A FATIGUE FAILURE OF THE FB 10 ELECTRICAL RELAY AND SUBSEQUENT FOULING OF THE CONTACT OPERATION BY A BROKEN FRAGMENT. THE RELAY SPRING FAILED FROM FATIGUE, INITIATED AS MICRO CRACKS WHICH RESULTED FROM COLD FORMING BENDING AND SUBSEQUENT STRAIGHTENING PROCESS DURING MANUFACTURE.

Brief of Incident (Continued)

File No. - 5099

11/04/84

SANTA ANA,CA

A/C Reg. No. N5840T

Time (Lc1) - 2145 PST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC RELAY - FAILURE,TOTAL
 2. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
 3. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5079 11/27/84 GLENDALE, CA A/C Reg. No. N6713D Time (Lc1) - 0958 PST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-RIVERSIDE AIR SERVICE	MINOR		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	None	1
Incident Occurred During	-LANDING						

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

Make/Model	- BEECH C24R	Eng Make/Model	- LYCOMING IO-360-A1B6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RIVERSIDE, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PASO. ROBLES, CA	
Wind Dir/Speed- 190/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - VFR	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- HAZE		
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, ATP, CFI	Current - YES	Total - 2300
SE LAND, ME LAND	Months Since - 0	Last 24 Hrs - 0
	Aircraft Type - C24R	Make/Model - 150
		Instrument - 133
		Last 30 Days - 12
		Last 90 Days - 40
		Multi-Eng - 450

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A LOSS OF ENG POWER, THE PLT MADE A FORCED LANDING ON A STREET. WHILE LANDING, THE TIP OF THE VERTICAL STABILIZER SNAGGED A GUY WIRE WHICH CROSSED THE STREET. THE AIRCRAFT OWNER STATED THAT THE ELECTRICAL FUEL PUMP NEEDED A ROTOR & BODY KIT. HE PURCHASED A KIT THAT DID NOT HAVE A YELLOW OVERHAUL TAG. THE OPERATOR'S PERSONNEL THEN OVERHAULED, ASSEMBLED & INSTALLED THE FUEL PUMP. THE OPERATOR WAS NOT AN FAA CERTIFIED ACCESSORY REPAIR STATION. NUMEROUS DISCREPANCIES WERE FOUND CONCERNING THE ELCTRIC FUEL PUMP, INCLUDING A MISSING CARBON VANE. THE VANE WAS FOUND IN THE ENGINE DRIVEN FUEL PUMP SCREEN.

Brief of Incident (Continued)

File No. - 5079

11/27/84

GLENDAL,CA

A/C Reg. No. N6713D

Time (Lc1) - 0958 PST

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

Finding(s)

1. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
2. FUEL SYSTEM,PUMP - FAILURE,PARTIAL
3. FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
4. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5022 1/14/84 DURANGO, CO A/C Reg. No. N31088 Time (Lcl) - 2105 MST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-COMMUTER AIRLINES OF CO.	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	2	
Incident Occurred During	-LANDING		Pass	0	0	0	4	

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

Make/Model	- SWEARINGEN SA227-AC	Eng Make/Model	- GARRETT TPE 331-11	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 18	Rated Power	- 1000 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	ALBUQUERQUE, NM			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		LA PLATA COUNTY	
Wind Dir/Speed	- CALM			Runway Ident	- 02
Visibility	- 4.000 SM	ATC/Airspace		Runway Lth/Wid	- 9200/ 150
Lowest Sky/Clouds	- 2000 FT	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 2000 FT OVERCAST	Type of Clearance	- IFR	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		SNOW - DRY
Precipitation	- RAIN				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 7000	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 6	Make/Model - 3200	Last 30 Days - UNK/NR
	Aircraft Type - SA-227	Instrument - UNK/NR	Last 90 Days - 220
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE CAPTAIN, THE COPLT WAS MAKING THE LANDING & CROSSED THE THRESHOLD AT 50 TO 60 FT AGL AT 110 TO 115 KTS. HE SAID A SLIGHTLY HIGHER AIRSPEED WAS USED TO COMPENSATE FOR A SMALL AMOUNT OF ICE THAT REMAINED ON THE LEADING EDGE OF THE WINGS. IN THE FLARE, THE ACFT YAWED LEFT & REPORTEDLY TOUCHED DOWN WITH THE NOSE ABOUT 15 DEGS TO THE LEFT. THE LEFT MAIN WHEEL TOUCHED DOWN ABOUT 21 FT FROM THE EDGE OF THE 150 FT WIDE RWY. THE CAPT TOOK CONTROL & APPLIED CORRECTIVE ACTION, BUT THE ACFT WENT OFF THE RWY, HIT A SNOW BANK & MUD, THEN THE NOSE GEAR COLLAPSED. THE NORMAL APCH SPEED WAS 103 KTS FOR THE ACFT'S WEIGHT. ACCORDING TO THE FLT MANUAL, THE APCH SPEED SHOULD HAVE BEEN INCREASED BY 19 KTS IF THERE WAS ICE ON THE FLYING SURFACES.

Brief of Incident (Continued)

File No. - 5022

1/14/84

DURANGO, CO

A/C Reg. No. N31088

Time (Lc1) - 2105 MST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. WING - ICE

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

Finding(s)

3. AIRSPEED - INADEQUATE - COPILOT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED -
6. GROUND LOOP/SWERVE - INADVERTENT -

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
8. TERRAIN CONDITION - SNOWBANK
9. TERRAIN CONDITION - SOFT
10. TERRAIN CONDITION - WET

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

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

Factor(s) relating to this incident is/are finding(s) 1,2,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6001 3/03/84 DENVER, CO A/C Reg. No. XALAP Time (Lcl) - 1345 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -TAXI AEREO DE VERACRUZ	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,INTL,PASSENGER	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	3
Acc/Inc Occurred During -LANDING					

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

Make/Model - GATES LEARJET 25D	Eng Make/Model - GE 610-8A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 15000	Engine Type - TURBOFAN	
No. of Seats - 10	Rated Power - 2950 LBS THRUST	

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAN ANTONIO, TX</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data STAPLETON INTL</p> <p>Runway Ident - 35R</p> <p>Runway Lth/Wid - 12000/ 200</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>ME LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 0</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2020</p> <p>Make/Model- 28</p> <p>Instrument- 128</p> <p>Multi-Eng - 1790</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 32</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 1 MI FROM THE ARPT WHILE ESTABLISHED ON THE GLIDE SLOPE, THE PLT WAS ADVISED BY THE CONTROLLER TO GO AROUND DUE TO TRAFFIC ON THE GROUND. JUST AFTER THE PLT ADVANCED THE THROTTLES & RETRACTED THE LANDING GEAR, THE CONTROLLER AGAIN CLEARED THE PLT FOR LANDING SINCE THE TRAFFIC ON THE GROUND HAD CLEARED THE RWY. THE PLT STATED HE IMMEDIATELY "CHOPPED" THE THROTTLES & EXTENDED THE GEAR. THE ACFT LANDED HARD ON THE RWY ABOUT 1500 FT FROM THE THRESHOLD. BUCKLING & WRINKLING OF THE FUSELAGE SKIN WAS EVIDENT JUST FORWARD OF EACH ENG. EXTENSIVE EXTERNAL BUCKLING COULD BE SEEN IN THE AREA OF THE RIGHT LANDING GEAR.

Brief of Accident/Incident (Continued)

File No. - 6001

3/03/84

DENVER, CO

A/C Reg. No. XALAP

Time (Lc1) - 1345 MST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5003 3/22/84 DENVER, CO A/C Reg. No. N88709 Time (Lc1) - 0943 MST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-CONTINENTAL AIRLINES, INC	NONE					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE					
Incident Occurred During	-LANDING						

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	7
Pass	0	0	0	0	126

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

Make/Model	- BOEING 727-224	Eng Make/Model	- P & W JT8D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	CHICAGO, IL	
Completeness	Destination	Airport Data
- WEATHER NOT PERTINENT	SAME AS ACC/INC	STAPLETON
Basic Weather		Runway Ident
- VMC		- 35R
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
- UNK/NR	Type of Flight Plan	- 12000/ 200
Visibility	- VFR/IFR	Runway Surface
- UNK/NR	- IFR	- CONCRETE
Lowest Sky/Clouds	Type Apch/Lndg	Runway Status
- CLEAR	- STRAIGHT-IN	- DRY
Lowest Ceiling		
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	- YES	Total
ME LAND, SE SEA	Months Since	- UNK/NR	- UNK/NR
	Aircraft Type	- UNK/NR	Last 24 Hrs
		Make/Model	- UNK/NR
		Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO TAXIING AT CHICAGO, THE PLT HAD THE RAMP AGENT(R/A) CHECK THE REAR AIRSTAIR AS THE AFT AIRSTAIR LIGHT ON THE SECOND OFFICER'S PANEL WAS "ON". THE R/A RECYCLED THE AIRSTAIR & REPORTED THAT IT APPEARED CLOSED. THE LIGHT REMAINED ON SO THE PLT REFERRED TO THE MINIMUM EQUIP'T LIST WHICH REQUIRED THAT THE AIRSTAIR BE VISUALLY CHECKED CLOSED PRIOR TO FLT IF THE WARNING SYSTEM WAS INOP. DURING TAXI/TAKEOFF THE AIRSTAIR HANDLE MOVED LEADING TO AIRSTAIR OPENING ABOUT 1 FT INFLIGHT. ALL WATER WAS SHUT OFF IN THE REAR OF THE ACFT TO AVOID POSSIBLE ICE BUILD-UP & THE FLT CONTINUED TO DENVER. UPON LANDING AS THE ACFT SLOWED ON THE RWY, THE AIRSTAIR OPENED TO THE FULL DOWN POSITION. THE EXTERNAL AIRSTAIR HANDLE WAS FOUND IN THE FULL UP POSITION (AIRSTAIR OPEN) AFTER LANDING. THE HANDLE CAN BE PULLED DOWN PARTIALLY (NOT LOCKED) & THE AIRSTAIR WILL HAVE THE APPEARANCE OF BEING UP & LOCKED ALTHOUGH THE UPLOCKS ARE NOT ENGAGED. RESIDUAL HYDRAULIC PRESSURE COULD KEEP THE AIRSTAIR IN THE CLOSED POSITION LONG ENOUGH TO GIVE A FALSE LOCKED INDICATION.

Brief of Incident (Continued)

File No. - 5003

3/22/84

DENVER, CO

A/C Reg. No. N88709

Time (Lc1) - 0943 MST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DOOR, ENTRANCE STAIR - UNLOCKED
 2. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
 3. DOOR, ENTRANCE STAIR - OPEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5090 7/03/84 DENVER, CO A/C Reg. No. N1992 Time (Lcl) - 2317 MDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -AMERICAN AIRLINES, INC.	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	7
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	68
Incident Occurred During -LANDING					

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

Make/Model - BOEING 727-23	Eng Make/Model - P&W JT8D-11	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 142000	Engine Type - TURBOJET	
No. of Seats - 134	Rated Power - 15500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	CHICAGO, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DENVER, CO	STAPLETON INT'L
Wind Dir/Speed- 200/012 KTS	ATC/Airspace	Runway Ident - 26L
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10010/ 150
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, FLT ENG	Current - YES	Total - 12625
SE LAND, ME LAND	Months Since - 4	Make/Model- 9100
HELICOPTER	Aircraft Type - 727	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OFF THE RWY DURING LANDING. THE EXCURSION WAS TO THE LEFT & WAS NOT CORRECTED BEFORE THE ACFT MADE AN EXIT FROM THE RWY. THE CAPTAIN, IN A WRITTEN STATEMENT, SAID THAT HE WAS ANTICIPATING A RIGHT X-WIND BECAUSE HE WAS LANDING ON RWY 26L & THE WIND WAS FROM 020 DEGREES AT 12 KTS. HE HAD ALREADY ABORTED A LANDING ON RWY 17 DUE TO A TAILWIND. THE CAPTAIN OF ANOTHER ACFT WHICH LANDED IN FRONT OF THE INCIDENT ACFT REPORTED A RIGHT X-WIND. AN FAA INSPECTOR, QUALIFIED IN BOEING 727 ACFT, DUPLICATED ALL CONDITIONS OF THE INCIDENT IN A SIMULATOR AND CONCLUDED THAT THE INCIDENT WAS THE RESULT OF IMPROPER TECHNIQUE OR CORRECTIVE ACTION OR A DELAY IN RESPONSE.

Brief of Incident (Continued)

File No. - 5090

7/03/84

DENVER, CO

A/C Reg. No. N1992

Time (Lc1) - 2317 MDT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - TAILWIND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5104 7/29/84 DENVER, CO A/C Reg. No. N9058P Time (Lcl) - 0358 MDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
	MINOR				
Type of Operation - FERRY	Fire	Crew	Fatal	Injuries	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor
Incident Occurred During - TAKEOFF			0	0	None
				0	2
					4

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

Make/Model - DEHAVILLAND DHC-7-100	Eng Make/Model - P&W PT6-50	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 43500	Engine Type - TURBOPROP	
No. of Seats - 59	Rated Power - 500 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - UNK/NR	CASPER, WY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DENVER, CO	
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 12000 FT THIN BKN	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
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)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - DHC-7	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 LEFT MAIN LANDING GEAR WAS DISASSEMBLED & REASSEMBLED BY COMPANY MAINTENANCE PERSONNEL & THE ACFT WAS BEING FERRIED TO ANOTHER BASE FOR PERMANENT LANDING GEAR REPAIRS. DURING TAKEOFF, THE LEFT MAIN LANDING GEAR AND SHOCK STRUT SEPERATED FROM THE ACFT. THE PLT MADE AN EMERG LANDING WITHOUT THE LEFT MAIN GEAR WHEELS. AN EXAM OF THE GEAR REVEALED THAT THE UPPER BEARING HALVES & PISTON DAMPING RING WERE INSTALLED USING THE MAINTENANCE MANUAL. REVIEW OF THE MAINTENANCE MANUAL REVEALED THAT THE LANDING GEAR ASSEMBLY PROCEDURES WERE MISLEADING. THE MANUFACTURER ISSUED A TEMP REVISION TO THE MANUAL FOR LANDING GEAR ASSEMBLY.

Brief of Incident (Continued)

File No. - 5104

7/29/84

DENVER, CO

A/C Reg. No. N9058P

Time (Lc1) - 0358 MDT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - SEPARATION
2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. IMPROPER USE OF PROCEDURE, INFORMATION UNCLEAR - MANUFACTURER
4. LANDING GEAR, MAIN GEAR - SEPARATION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5098 10/21/84 FORT MORGAN, CO A/C Reg. No. N1921T Time (Lcl) - 1512 MDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-PIONEER AIRWAYS, INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Incident Occurred During	-CRUISE						4

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

Make/Model	- BEECH 99A	Eng Make/Model	- P&W PT6A-28	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	DENVER, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SYDNEY, NE	Runway Ident - N/A
Wind Dir/Speed- 007/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 700 FT THIN BKN	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 8790
SE LAND, ME LAND	Months Since - 0	Make/Model - 18
	Aircraft Type - 99A	Instrument - UNK/NR
		Multi-Eng - 7267
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CAPTAIN SHUTDOWN RT ENGINE IN-FLIGHT DUE TO A SURGING AND VIBRATION PROBLEM. THE AIRCRAFT WAS IN MODERATE ICING CONDITIONS AT THE TIME OF THE ENGINE SHUTDOWN. THE CAPTAIN WAS UNABLE TO MAINTAIN ALTITUDE AND AN EMERGENCY LANDING WAS MADE IN A CORN FIELD. POST INCIDENT EXAMINATION OF THE RT ENGINE REVEALED THAT A COMPRESSOR TURBINE BLADE HAD FAILED IN FATIGUE, CAUSING ADDITIONAL DAMAGE TO THE REMAINING BLADES. APPROXIMATELY 1 1/2 TO 2 INCHES OF ICE WERE FOUND ON VARIOUS UNPROTECTED AREAS OF THE AIRCRAFT.

Brief of Incident (Continued)

File No. - 5098

10/21/84

FORT MORGAN, CO

A/C Reg. No. N1921T

Time (Lcl) - 1512 MDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. WEATHER CONDITION - LOW CEILING
3. COMPRESSOR ASSEMBLY, BLADE - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. NACELLE/PYLON - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5020 2/24/84 GROTON,CT A/C Reg. No. N15ST Time (Lcl) - 1745 EST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier -TRANS AMERICA AIRLINE, IN	MINOR					
Type of Operation -SCHEDULED,INTL,CARGO	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	7
Incident Occurred During -TAXI			0	0	0	0

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

Make/Model - LOCKHEED 382G	Eng Make/Model - ALLISON 501-D22A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - UNK/NR
Max Gross Wt - 155000	Engine Type - TURBOPROP	
No. of Seats - 3	Rated Power - 4350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	NASSAU	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GROTON,CT	TRUMBULL
Wind Dir/Speed- 340/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 8490
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 123
		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-----

AFTER LANDING ON RWY 33, AND DURING TAXI TO THE RAMP, THE LT WING TIP OF THE ACFT STRUCK A PARKED DC-3.

Brief of Incident (Continued)

File No. - 5020

2/24/84

GROTON, CT

A/C Reg. No. N15ST

Time (Lcl) - 1745 EST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DUSK
 2. OBJECT - AIRCRAFT PARKED
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5065 8/31/84 WASHINGTON,DC A/C Reg. No. N72TM Time (Lcl) - 0123 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-GIBSON AVIATION	MINOR		Fatal		Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	0	1
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	0	0	0
Incident Occurred During	-TAKEOFF							

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

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520-C7	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	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	WASHINGTON,DC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	CHARLOTTE,NC		NATIONAL	
Wind Dir/Speed	- 290/005 KTS			Runway Ident	- 18
Visibility	- 8.0 SM	ATC/Airspace		Runway Lth/Wid	- 6869/ 150
Lowest Sky/Clouds	- 9000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 12000 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 1800	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 0	Make/Model - 625	Last 30 Days - UNK/NR
	Aircraft Type - E55	Instrument - 172	Last 90 Days - 104
		Multi-Eng - 1000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE AN EMERGENCY LANDING ON RWY 18 FOLLOWING A LOSS OF POWER IN THE RT ENG & A SUBSEQUENT IN-FLIGHT FIRE. INVESTIGATION REVEALED A CRACK IN THE #1 CYL THAT ORIGINATED AT THE EXHAUST PORT, DOWNSTREAM OF THE VALVE. THE CRACK PROPAGATED THROUGH FATIGUE TO THE TOP SPARK PLUG HOLE. EVENTUALLY, IT PROGRESSED TO THE POINT THAT THE FLAME PATH (DURING THE COMBUSITION CYCLES), TORCHED THROUGH NEAR THE SPARK PLUG HOLE.

Brief of Incident (Continued)

File No. - 5065

8/31/84

WASHINGTON,DC

A/C Reg. No. N72TM

Time (Lcl) - 0123 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FATIGUE
-

Occurrence #2 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. MISCELLANEOUS - FIRE
 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5074 9/03/84 WASHINGTON,DC A/C Reg. No. N7078U Time (Lcl) - 1518 EDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -UNITED AIRLINES	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	7
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	32
Incident Occurred During -STANDING		Other 0	0	0	42

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

Make/Model - BOEING 727-22	Eng Make/Model - P&W JT8D-7B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 142000	Engine Type - TURBOFAN	
No. of Seats - 134	Rated Power - 14000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	WASHINGTON,DC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KNOXVILLE,TN	NATIONAL
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 18000
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 7611
	Aircraft Type - 727	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-----

MISHAP ACFT, NEW YORK AIR FLIGHT 306 (NYA 306) FOLLOWED A BOEING 727, UNITED FLIGHT 827 (UAL 827), TO THE RUN-UP AREA AND POSITIONED IN THE #2 SPOT FOR TAKEOFF, ANTICIPATING UAL 827 WOULD RECEIVE TAKEOFF CLEARANCE FIRST. NYA 306 WAS CLEARED FIRST FOR TAKEOFF INSTEAD AND PLT INITIATED A HARD RIGHT TURN BUT ACFT WAS NOT IN POSITION TO PASS CLEAR. NYA 306 LEFT WING TIP STRUCK TRAILING EDGE OF UAL 827 RIGHT WING.

Brief of Incident (Continued)

File No. - 5074

9/03/84

WASHINGTON, DC

A/C Reg. No. N7078U

Time (Lc1) - 1518 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
 2. OBJECT - AIRCRAFT MOVING ON GROUND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5074 9/03/84 WASHINGTON,DC A/C Reg. No. N780JA Time (Lcl) - 1518 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-NEW YORK AIR	MINOR		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	6	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	36	
Incident Occurred During	-TAXI		Other	0	0	0	39	

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

Make/Model	- MCDONNELL-DOUGLAS MD-80	Eng Make/Model	- P&W JT8D-D-217	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 140000	Engine Type	- TURBOFAN		
No. of Seats	- 147	Rated Power	- 20000 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	WASHINGTON,DC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	NEWARK,NJ		NATIONAL	
Wind Dir/Speed	- 200/008 KTS			Runway Ident	- UNK/NR
Visibility	- 8.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- UNK/NR		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2500	Last 30 Days- UNK/NR
	Aircraft Type - DC-9	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MISHAP ACFT, NEW YORK AIR FLIGHT 306 (NYA 306) FOLLOWED A BOEING 727, UNITED FLIGHT 827 (UAL 827), TO THE RUN-UP AREA AND POSITIONED IN THE #2 SPOT FOR TAKEOFF, ANTICIPATING UAL 827 WOULD RECEIVE TAKEOFF CLEARANCE FIRST. NYA 306 WAS CLEARED FIRST FOR TAKEOFF INSTEAD AND PLT INITIATED A HARD RIGHT TURN BUT ACFT WAS NOT IN POSITION TO PASS CLEAR. NYA 306 LEFT WING TIP STRUCK TRAILING EDGE OF UAL 827 RIGHT WING.

Brief of Incident (Continued)

File No. - 5074

9/03/84

WASHINGTON,DC

A/C Reg. No. N780JA

Time (Lc1) - 1518 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5083 9/07/84 WASHINGTON,DC A/C Reg. No. N460MC Time (Lcl) - 2130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Incident Occurred During -CRUISE

Aircraft Damage

NONE

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

2

3

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

Make/Model - DASSAULT/SUD FAN JET FALCON
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 22040
No. of Seats - 12

Eng Make/Model - UNK UNK
Number Engines - 2
Engine Type - UNK/NR
Rated Power - UNK/NR

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- UNK/NR

Visibility - 100.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

TULSA,OK

Destination

NEWARK,NJ

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5200

Make/Model- 15

Instrument- UNK/NR

Multi-Eng - 2800

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 145

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APRX 1-1/2 HRS AFTER TAKE-OFF, THE CAPT TOOK SINUS MEDICATION. APRX 30 MINUTES LATER, HE COMPLAINED OF A HEADACHE, TOOK TYLENOL & ALKA SELTZER & WENT TO THE CABIN TO LIE DOWN. THE CAPT WAS INCAPACITATED FOR THE REST OF THE FLT. THE COPLT & A PLT RATED PAX CONTINUED THE FLT TO NEWARK, NJ, WHERE AN AMBULANCE STOOD BY TO TRANSPORT THE CAPT TO A HOSPITAL. THE ILLNESS WAS DIAGNOSED AS A CEREBRAL HEMORRHAGE.

Brief of Incident (Continued)

File No. - 5083

9/07/84

WASHINGTON,DC

A/C Reg. No. N460MC

Time (Lc1) - 2130 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MISCELLANEOUS
 2. INCAPACITATION(STROKE) - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5017 1/17/84 JACKSONVILLE, FL A/C Reg. No. N348W Time (Lcl) - 0901 EST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-TAMPA AIR CENTER	MINOR						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Incident Occurred During	-LANDING			0	0	0	0	

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

Make/Model	- BEECH D18S	Eng Make/Model	- P&W R985-148	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	TAMPA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	JACKSONVILLE, FL	JACKSONVILLE INT'L
Wind Dir/Speed - 040/005 KTS	ATC/Airspace	Runway Ident - 07
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - 100 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision - HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 31202
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 40
	Aircraft Type - D-18S	Make/Model - 1604
		Last 30 Days - UNK/NR
		Instrument - 703
		Last 90 Days - 1599
		Multi-Eng - 3632

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED GEAR UP AT THE JACKSONVILLE, AIRPORT. EXAM OF THE GEAR EXT SYSTEM REVEALED NO MALFUNCTIONS OR FAILURES.

Brief of Incident (Continued)

File No. - 5017

1/17/84

JACKSONVILLE, FL

A/C Reg. No. N348W

Time (Lc1) - 0901 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - OBSCURATION
 3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5011 1/20/84 TAMPA, FL A/C Reg. No. N8852E Time (Lcl) - 1715 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-EASTERN AIRLINES, INC.	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	3	
Incident Occurred During	-CLIMB			0	0	0	149	

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

Make/Model	- BOEING 727-225A	Eng Make/Model	- P&W JT8D-15	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 173000	Engine Type	- TURBOFAN		
No. of Seats	- 157	Rated Power	- 15500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	TAMPA, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HOUSTON, TX	Runway Ident - N/A
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 50	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 11444
ME LAND	Months Since - UNK/NR	Make/Model - 5052
	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-----

THE ACFT EXPERIENCED A RAPID LOSS OF FUEL QUANTITY ON THE #1 FUEL TANK DURING THE CLIMB TO CRUISE. INVESTIGATION REVEALED THAT PRIOR TO THIS FLT THE WATER SEPARATOR ACCESS DOOR HAD BEEN REPLACED BY A FABRICATED METAL PLATE WHICH SEPARATED IN FLT. THE SEPARATED PLATE INFLECTED DAMAGE TO ONE OF THE #1 FUEL INSPECTION PLATES AND FUEL WAS DUMPED OVERBOARD.

Brief of Incident (Continued)

File No. - 5011

1/20/84

TAMPA, FL

A/C Reg. No. N8852E

Time (Lc1) - 1715 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. DOOR, INSPECTION - SEPARATION
2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. FUEL SYSTEM - OVERLOAD
4. FUEL SYSTEM, TANK - SIPHONING

---Probable Cause---

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5051 1/21/84 TAMPA, FL A/C Reg. No. N401EA Time (Lcl) - 1005 EST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -EASTERN AIRLINES INC.	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Incident Occurred During -CLIMB					5
					28

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

Make/Model - DOUGLAS DC-9-51	Eng Make/Model - P&W JT8D-17	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 122000	Engine Type - TURBOFAN	
No. of Seats - 127	Rated Power - 16000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TAMPA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	Runway Ident - N/A
Wind Dir/Speed- 020/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 1100 FT THIN BKN	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 8952
ME LAND	Months Since - UNK/NR	Make/Model- 1023
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING AFTER TAKEOFF THRU ABOUT 3000 FT, THE CREW NOTED THAT THE #2 EPR HAD DROPPED ABOUT .08, FROM APRX 1.82 TO 1.74 EPR. SHORTLY AFTER THAT, THE 1ST OFFICER NOTED THAT THE AVM ON THE #2 ENG WAS AT THE MAX INDICATION. AT ABOUT 4000 FT, THERE WAS A LOUD EXPLOSIVE TYPE NOISE FROM THE REAR OF THE ACFT AS THE RIGHT ENG LOST POWER. THE CREW SECURED THE RIGHT ENG, RETURNED TO TAMPA & LANDED WITHOUT FURTHER INCIDENT. AN EXAM REVEALED THAT TURBINE BLADES HAD EXITED THE SIDE OF THE ENG TAILPIPE. TEARDOWN REVEALED THAT THE HIGH PRESSURE COMPRESSOR CENTER TUBE SEALING RING HAD AN APRX 1 IN (CIRCUMFERENTIAL) PIECE OF HARD SURFACE PLATING MISSING FROM THE OUTSIDE DIAMETER SEALING SURFACE. THIS FAILURE WAS IN AXIAL ALIGNMENT WITH A GAP IN THE REAR PISTON RING. NEITHER RING CONFORMED TO DESIGN SPECS. THERE WAS EVIDENCE THAT HOT AIR CAUSED COKING OF THE OIL. THE TURBINE SHAFT HAD FAILED APRX 13 INCHES FORWARD OF THE 4-1/2 BEARING. THE 4-1/2 BEARING SEALS WERE DAMAGED, 7 DISPLAYED COKE DEPOSITS. THE LOW PRESS TURBINE MOVED AFT INTERMESHING BLADES & STATORS.

Brief of Incident (Continued)

File No. - 5051

1/21/84

TAMPA, FL

A/C Reg. No. N401EA

Time (Lc1) - 1005 EST

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

Finding(s)

1. TURBINE ASSEMBLY, SEAL - IMPROPER
 2. MAINTENANCE, REPLACEMENT - IMPROPER -
 3. TURBINE ASSEMBLY, SEAL - FAILURE, PARTIAL
 4. TURBINE ASSEMBLY, SEAL - LEAK
 5. FLUID, OIL - OVERTEMPERATURE
 6. LUBRICATING SYSTEM - BLOCKED(PARTIAL)
 7. TURBINE ASSEMBLY, SHAFT - FAILURE, TOTAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5012 2/10/84 WEST PALM BEACH, FL A/C Reg. No. N2969 Time (Lc1) - 1150 EST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-CHALKS INTERNATIONAL AIRL	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	12
Incident Occurred During	-DESCENT						

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

Make/Model	- GRUMMAN G-73	Eng Make/Model	- P&W PT6A-36	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14000	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 750 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NASSAU	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PALM BEACH, FL	WEST PALM BEACH INT'L
Wind Dir/Speed- 100/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - UNK/NR	Total - 4000	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2000	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 250
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED AN ELEVATOR TRIM LOSS, ENCOUNTERED EXTREME "SHAKING AND VIBRATION" OF CONTROL COLUMN AND TAIL SECTION FLUTTERING WHILE ON DESCENT TO PALM BEACH INT'L ARPT. INVESTIGATION REVEALED THAT THE END OF THE ACTUATOR SHAFT FAILED AT A RIVET HOLE ALLOWING THE ACTUATOR TO DISCONNECT FROM THE TRIM TAB SHAFT ASSEMBLY.

Brief of Incident (Continued)

File No. - 5012

2/10/84

WEST PALM BEACH, FL

A/C Reg. No. N2969

Time (Lc1) - 1150 EST

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR TAB CONTROL (TRIM) - FAILURE, TOTAL
2. FLIGHT CONTROL, ELEVATOR - VIBRATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5013 2/11/84 OPA LOCKA, FL A/C Reg. No. N9707Y Time (Lc1) - 1730 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

2

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

Make/Model - BEECH 95-A55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4880
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRT HARBOUR CAY
Destination
OPA LOCKA, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OPA-LOCKA
Runway Ident - 18L
Runway Lth/Wid - 4374/ 244
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 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 ACFT WAS INTENTIONALLY LANDED WITH THE LANDING GEAR RETRACTED WHEN THE LT MAIN GEAR COULD NOT BE EXTENDED. INSPECTION OF THE ACFT REVEALED THAT THE SPRING WHICH PULLS THE LT MAIN GEAR UPLOCK OUT OF THE WAY WHEN RELEASED HAD BECOME DISCONNECTED FROM THE UPLOCK DUE TO CORROSION DAMAGE TO THE METAL AT THE ATTACH POINT.

Brief of Incident (Continued)

File No. - 5013

2/11/84

OPA LOCKA, FL

A/C Reg. No. N9707Y

Time (Lcl) - 1730 EST

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

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - CORRODED
 2. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, PARTIAL
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
 4. LANDING GEAR, MAIN GEAR - JAMMED
-

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

Finding(s)

5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5049 4/17/84 FT. LAUDERDALE, FL A/C Reg. No. N2969 Time (Lcl) - 1553 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-CHALK'S INT'L AIRLINE INC	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Incident Occurred During	-TAXI			0	0	0	17

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

Make/Model	- GRUMMAN G-73T	Eng Make/Model	- P&W PT6A-34	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 31365	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 750 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	WATSON ISLAND, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT LAUDERDALE, FL	FT. LAUDERDALE
Wind Dir/Speed- 330/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5316/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - UNK/NR	Total - 4300	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Make/Model- 3300	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER 2 UNSUCCESSFUL ATTEMPTS TO "RAMP" THE ACFT, PLT TOOK OFF AGAIN AND FLEW TO FT. LAUDERDALE. FLY-BY DISCLOSED NO NOSE LANDING WHEEL WAS PRESENT. PLT MADE LANDING ON HARD SURFACE RWY. METALLURGICAL EXAMINATION DISCLOSED, NOSE GEAR STRUT ASSEMBLY FAILED DUE TO AN OVERSTRESS CONDITION. BOTH PLTS STATED A LOUD NOISE WAS HEARD DURING THE 1ST ATTEMPTED RAMPING AS IF THE GEAR WAS NOT EXTENDED OR IT HAD COLLAPSED.

Brief of Incident (Continued)

File No. - 5049

4/17/84

FT. LAUDERDALE, FL

A/C Reg. No. N2969

Time (Lcl) - 1553 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI

Finding(s)

1. OBJECT - SUBMERGED OBJECT
 2. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5026 5/04/84 MIAMI, FL A/C Reg. No. N132EM Time (Lcl) - 1500 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -TEST FLIGHT
Flight Conducted Under -14 CFR 91
Incident Occurred During -DESCENT

Aircraft Damage
MINOR
Fire
NONE

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

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

Make/Model - EMBRAER EMB-110P1
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 13007
No. of Seats - 21

Eng Make/Model - P&W PT6A-34
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 750 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 170/008 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
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, ME SEA

Age - 29

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7370	Last 24 Hrs	- 1
Make/Model-	695	Last 30 Days-	UNK/NR
Instrument-	450	Last 90 Days-	200
Multi-Eng	- 5775		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING A DESCENDING TURN AT APRX 8000 FT & 200 KTS, THE ACFT ENCOUNTERED TURBULENCE & A LATERAL GUST. HE STATED THAT THIS CAUSED THE ACFT TO ROLL INTO ABOUT A 70 DEG BANK. HE INITIATED A RECOVERY, BUT THE ACFT HAD GOTTEN IN A 20 DEG NOSE LOW ATTITUDE & EXCEEDED THE THE RED LINE SPEED BY 12 KTS. AFTER LANDING, MINOR DAMAGE WAS NOTED TO THE RIGHT WINDSHIELD WIPER, RIGHT ENG UPPER & LOWER COWLING, & THE RIGHT MAIN AFT INBOARD GEAR DOOR.

Brief of Incident (Continued)

File No. - 5026

5/04/84

MIAMI, FL

A/C Reg. No. N132EM

Time (Lc1) - 1500 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5032 6/03/84 FT. LAUDERDALE, FL A/C Reg. No. N724DA Time (Lc1) - 1105 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-DELTA AIRLINES INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	15
Incident Occurred During	-LANDING			0	0	0	96

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

Make/Model	- LOCKHEED L-1011	Eng Make/Model	- ROLLS ROYCE 211-22B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 430000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	NEW YORK, NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FT. LAUDERDALE, FL	FT. LAUDERDALE INT
Wind Dir/Speed - 080/004 KTS	ATC/Airspace	Runway Ident - 09L
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8048/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	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 - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - UNK/NR
		Last 30 Days - UNK/NR
		Instrument - UNK/NR
		Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST ENG COWLING COMPONENTS DURING THE LANDING ROLL. INVESTIGATION REVEALED THAT ON THE PREVIOUS DAY MECHANICS HAD REMOVED THE #3 ENG LEFT & RIGHT COMPRESSOR FAIRING & REPLACED THE IGNITER PLUGS. THE #3 ENG LEFT GAS GENERATOR COMPRESSOR FAIRING WAS NOT LOCATED.

Brief of Incident (Continued)

File No. - 5032

6/03/84

FT.LAUDERDALE,FL

A/C Reg. No. N724DA

Time (Lcl) - 1105 EDT

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

Finding(s)

1. UNDETERMINED
2. FUSELAGE,FAIRING - SEPARATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5024 6/03/84 WEST PALM BEACH, FL A/C Reg. No. N112FB Time (Lc1) - 0813 EDT

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

Type Operating Certificate-COMMUTER

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Incident Occurred During -LANDING

Aircraft Damage

MINOR

Fire

NONE

Injuries

Fatal

Crew

0

Serious

0

Minor

0

None

3

Pass

0

0

0

0

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

Make/Model - GRUMMAN G-111
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 31365
No. of Seats - 28

Eng Make/Model - WRIGHT R-1820-82
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1475 HP

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 260/004 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
FT. LAUDERDALE, FL

Destination
WEST PALM BEACH, FL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

WEST PALM BEACH
Runway Ident - 09
Runway Lth/Wid - 7991/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
ME LAND, ME SEA

Age - 37

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 - 6000
Make/Model- 2000
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A REPOSITIONING FLT, THE MAIN GEAR COLLAPSED. AN EXAM OF THE HAND PUMP SELECTOR CONTROL VALVE REVEALED THAT ONE OF THE TWO DUMP PORTS FOR THR FLAP POSITION HAD A HYDRAULIC LEAK. REPORTEDLY, THIS ALLOWED SYSTEM PRESSURE TO RETRACT THE GEAR. THE VALVE, P/N 9055-1, HAD A TOTAL FLT TIME OF 1662.8 HRS SINCE BEING INSTALLED ON 7/21/81.

Brief of Incident (Continued)

File No. - 5024

6/03/84

WEST PALM BEACH, FL

A/C Reg. No. N112FB

Time (Lc1) - 0813 EDT

Occurrence GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. HYDRAULIC SYSTEM - LEAK
2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - ERRATIC

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6007 7/24/84 KEY WEST, FL A/C Reg. No. XAPIK Time (Lc1) - 1335 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AERONAVES DE MEXICO (AOMF)	NONE					
Type of Operation	-SCHEDULED, INTL, PAX/CARGO	Fire	Crew	Fatal	0	0	4
Flight Conducted Under	-14 CFR 129	NONE	Pass	0	1	4	141
Acc/Inc Occurred During	-DESCENT						

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

Make/Model	- MCDONNELL DOUGLAS DC-8-51	Eng Make/Model	- P&W JT3D-313	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 278000	Engine Type	- TURBOFAN		
No. of Seats	- 152	Rated Power	- UNK/NR		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	MEXICO CITY, MX			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	MIAMI, FL		UNKNOWN	
Wind Dir/Speed	- 060/017 KTS			Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 1000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Ceiling	- 1500 FT BROKEN	Type of Clearance	- IFR	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR		
Precipitation	- RAIN SHOWERS				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 49	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 14000	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN REPORTED THAT THE SEAT BELT SIGN WAS LEFT ON FOR THE ENTIRE FLT FROM MEXICO CITY TO MIAMI. APRX 50 MI FROM KEY WEST, THE FLT BEGAN A DESCENT FROM FL370. WHILE DESCENDING THRU ABOUT 11,500 FT, THE ACFT ENCOUNTERED SEVERE TURBULENCE. AT THAT TIME, THE AIRSPEED WAS 270 KTS & THE ACFT WAS PASSING THRU A CUMULUS CLOUD. ONE PASSENGER SUFFERED A SERIOUS INJURY, 4 PASSENGERS & 4 FLT ATTENDANTS RECEIVED MINOR INJURIES. THE FLT CREW CONTINUED TO MIAMI INTL ARPT & LANDED WITHOUT FURTHER INCIDENT. A WX STUDY REVEALED A LARGE AREA OF LEVEL 2 TO LEVEL 5 THUNDERSTORMS ALONG THE ROUTE. THERE WAS A CONVECTIVE SIGMET FOR AN AREA OF THUNDERSTORMS WITH TOPS TO 45,000 FT. THE PASSENGERS STATED THAT NO PREVIOUS ANNOUNCEMENTS WERE MADE TO WARN THEM OF POSSIBLE TURBULENCE, EXCEPT FOR THE SEAT BELT SIGN. INJURIES OCCURRED WHEN OCCUPANTS WERE THROWN ABOUT THE CABIN OR AGAINST LOOSE SEAT BELTS.

Brief of Accident/Incident (Continued)

File No. - 6007

7/24/84

KEY WEST, FL

A/C Reg. No. XAPIK

Time (Lc1) - 1335 EDT

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
4. SEAT BELT SIGN - CONTINUED - PILOT IN COMMAND
5. SEAT BELT - IMPROPER USE OF -
6. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5073 8/07/84 KISSIMMEE, FL A/C Reg. No. N3420N Time (Lcl) - 1600 EDT

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

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

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

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	FT.MYERS, VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KISSIMMEE
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3100 FT	Type Apch/Lndg - FULL STOP	Runway Status - DRY
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)
PRIVATE	Current - YES	Total - 248
SE LAND	Months Since - 17	Make/Model- 140
	Aircraft Type - UNK/NR	Instrument- 45
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT ENCOUNTERED A GUST OF WIND DURING THE LANDING ROLL & BECAME AIRBORNE, THEN TOUCHED DOWN AGAIN. SUBSEQUENTLY, THE ACFT OVERRAN THE END OF THE RWY & WAS DAMAGED. THE PLT REPORTED THAT THERE WAS A THUNDERSTORM APPROACHING THE DEPARTURE END OF THE RWY WHICH PRECLUDED A SAFE GO-AROUND.

Brief of Incident (Continued)

File No. - 5073

8/07/84

KISSIMMEE, FL

A/C Reg. No. N3420N

Time (Lc1) - 1600 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - GUSTS
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
8. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5047 8/25/84 ORLANDO, FL A/C Reg. No. N411EA Time (Lcl) - 1828 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-EASTERN AIRLINES (EALA)	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0	5
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	91
Incident Occurred During	-TAKEOFF							

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

Make/Model	- MCDONNELL DOUGLAS DC-9-51	Eng Make/Model	- P&W JT8D-17	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 121000	Engine Type	- TURBOJET		
No. of Seats	- 139	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	ORLANDO, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HARTFORD, CT	ORLANDO
Wind Dir/Speed - 060/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12004/ 200
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14404
ME LAND	Months Since - 4	Make/Model - 8941
	Aircraft Type - DC-9	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 45
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST PRIOR TO V1 AND ROTATION BOTH LEFT MAIN LANDING GEAR TIRES FAILED. TAKEOFF WAS ABORTED AND ACFT WAS STOPPED ON RWY. PAX & CREW DEPLANED WITHOUT INJURY. CAUSE OF TIRE FAILURE COULD NOT BE DETERMINED.

Brief of Incident (Continued)

File No. - 5047

8/25/84

ORLANDO, FL

A/C Reg. No. N411EA

Time (Lc1) - 1828 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. LANDING GEAR, TIRE - UNDETERMINED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5122 9/04/84 DADE COLLIER, FL A/C Reg. No. N8330G Time (Lcl) - 1200 EDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - UNK/NR
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 - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	ST.PETERSBURG,FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FT.LAUDERDALE,FL	DADE COLLIER
Wind Dir/Speed- 120/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10500/ 150
Lowest Sky/Clouds - 2500 FT THIN BKN	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 181
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NON-RATED PASSENGER LANDED THE ACFT AFTER THE PLT SUFFERED A HEART ATTACK & BECAME TOTALLY INCAPACITATED. DURING THE LANDING, THE NOSE GEAR COLLAPSED.

Brief of Incident (Continued)

File No. - 5122

9/04/84

DADE COLLIER, FL

A/C Reg. No. N8330G

Time (Lc1) - 1200 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MISCELLANEOUS
2. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
3. REMEDIAL ACTION - PERFORMED - PASSENGER

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. AIRCRAFT HANDLING - PERFORMED - UNQUALIFIED PERSON

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5067 10/21/84 PALM COAST, FL

A/C Reg. No. N8830V

Time (Lcl) - 1830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
MINOR

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

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

Fire NONE
Crew Pass

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

Make/Model - BELLANCA 17-31A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-K1
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

Itinerary

Last Departure Point
TITUSVILLE, FL
Destination
COLLEGE PARK, MD

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 120/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total - 96845	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 2940	Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE IN CRUISE FLT, THE ACFT SUSTAINED A PARTIAL LOSS OF POWER & HE ELECTED TO LAND ON A ROAD. DURING THE LANDING THE LT WING HIT A SIGN. POST CRASH INVESTIGATION REVEALED THAT THE MAGNETO COILS WERE HEATING UP.

Brief of Incident (Continued)

File No. - 5067

10/21/84

PALM COAST, FL

A/C Reg. No. N8830V

Time (Lc1) - 1830 EDT

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

Finding(s)

1. IGNITION SYSTEM, IGNITION COIL - OVERTEMPERATURE

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

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

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

Brief of Incident

----Basic Information----

---Aircraft Information---

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

```

Airport Data
 ORLANDO HELIPORT
 Runway Ident - N/A
 Runway Lth/Wid - N/A
 Runway Surface - CONCRETE
 Runway Status - DRY

---Personnel Information---

Instrument Rating(s) - AIRPLANE,HELICOPTER

---Narrative---

PAGE 94

Brief of Incident (Continued)

File No. - 5061

10/22/84

ORLANDO, FL

A/C Reg. No. N29144

Time (Lc1) - 1715 EDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - FOREIGN OBJECT
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. CONTROL INTERFERENCE
-

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5111 10/29/84 JACKSONVILLE, FL A/C Reg. No. N79CM Time (Lcl) - 2325 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-TOP FLIGHT AIR SERVICE	MINOR		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire		Crew	0		0		0		0
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		0
Incident Occurred During	-LANDING - ROLL										

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

Make/Model	- PIPER PA-60	Eng Make/Model	- LYCOMING IO-540-G1B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 HP		

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

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT		
Method	- N/A	ORLANDO, FL			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	JACKSONVILLE, FL	JACKSONVILLE INT'L		
Wind Dir/Speed	- CALM		Runway Ident	- 31	
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 7700/ 150	
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- NIGHT(BRIGHT)				

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2935	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 4	Make/Model - 730	Last 30 Days - UNK/NR
	Aircraft Type - PA-60	Instrument - 270	Last 90 Days - 371
		Multi-Eng - 854	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SWERVED LEFT OFF THE RWY DURING THE LANDING ROLL. AN EXAM OF THE LEFT MAIN LANDING GEAR STRUT REVEALED THAT THE COLLAR HAD FAILED PERMITTING THE LOWER PORTION OF THE LANDING GEAR STRUT TO SHIFT. THE SHIFT WAS TRANSMITTED TO THE TIRE CAUSING IT TO FAIL. ACCORDING TO A METALLURGIST'S REPORT, THE MAJOR PORTION OF THE COLLAR FRACTURE APPEARED TYPICAL OF AN OVERSTRESS SHEAR SEPARATION.

Brief of Incident (Continued)

File No. - 5111

10/29/84

JACKSONVILLE, FL

A/C Reg. No. N79CM

Time (Lc1) - 2325 EST

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

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
 2. LANDING GEAR, TIRE - FAILURE, TOTAL
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5089 11/13/84 MIAMI, FL A/C Reg. No. N1053U Time (Lcl) - 1839 EST

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

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

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

Make/Model - PIPER PA-34-200	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LABELLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TAMiami
Wind Dir/Speed- 350/003 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5688
SE LAND, ME LAND	Months Since - 14	Make/Model- 130
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1500
		Last 24 Hrs - 14
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - 305

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE GEAR COLLAPSED DURING A LANDING. AN EXAM DISCLOSED THAT THE HYDRAULIC ACTUATOR FIREWALL MOUNTING BRACKET HAD FAILED PRIOR TO COMPLETE EXTENSION OF THE NOSE GEAR. PIPER SERVICE BULLETIN, SB 413, RELATED TO THIS PROBLEM; HOWEVER, NO LOGBOOK ENTRY WAS FOUND TO VERIFY COMPLIANCE.

Brief of Incident (Continued)

File No. - 5089

11/13/84

MIAMI, FL

A/C Reg. No. N1053U

Time (Lc1) - 1839 EST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5066 11/14/84 TALLAHASSEE, FL A/C Reg. No. N31264 Time (Lcl) - 0130 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-PLANES INC	MINOR						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	Fatal	0	Serious	0
Incident Occurred During	-LANDING		Pass	0		0	Minor	0
								None
								2
								0

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

Make/Model	- SWEARINGEN SA-226AT	Eng Make/Model	- AIRESEARCH TPE 331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 840 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	ATLANTA, GA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	TALLAHASSEE, FL		TALLASSEE MUNI	
Wind Dir/Speed	- CALM			Runway Ident	- 18
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 6066/ 150
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 5050	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 250	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 440	Last 90 Days - UNK/NR
		Multi-Eng - 3050	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N31264 CRASHED INTENTIONALLY GEAR UP ON RWY 18 AT TALLAHASSEE, FL, WHILE ON A NIGHT, ALL CARGO 14 CFR 135 FLT. THE CREW ATTEMPTED EMERGENCY GEAR EXTENSION PROCEDURES & A FLY-BY. INVESTIGATION REVEALED A BROKEN WIRE, TS-70, WHERE IT CONNECTS WITH TERMINAL 6. TS-70 WAS INSTALLED ON THE ACFT WHEN SERVICE BULLETIN #32-037 WAS COMPLIED WITH. SERVICE BULLETIN 32-017 WHICH CHANGES GEAR MICRO-SWITCHES FROM PARALLEL TO SERIES WAS NOT COMPLIED WITH.

Brief of Incident (Continued)

File No. - 5066

11/14/84

TALLAHASSEE, FL

A/C Reg. No. N31264

Time (Lc1) - 0130 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND
 1. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5084 12/27/84 NAPLES, FL A/C Reg. No. N139PB Time (Lcl) - 2115 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-PROVINCETOWN-BOSTON AIRLI	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE						
Incident Occurred During	-TAKEOFF							

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

Make/Model	- DOUGLAS DC3A	Eng Make/Model	- P&W R-1830-92	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 25200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 34	Rated Power	- 1200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	NAPLES, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	TAMPA, FL	FT MEYERS
Wind Dir/Speed - 060/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 15800
SE LAND, ME LAND	Months Since - 1	Make/Model - 4350
	Aircraft Type - DC3A	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, THE AIRCREW NOTED THAT THE ELEVATOR CONTROL WAS LOCKED. THEY DECLARED AN EMERGENCY & LANDED WITHOUT CAUSING DAMAGE TO THE ACFT. AFTER LANDING, THE ELEVATOR EXTERNAL GUST LOCK WAS FOUND STILL INSTALLED.

Brief of Incident (Continued)

File No. - 5084

12/27/84

NAPLES, FL

A/C Reg. No. N139PB

Time (Lc1) - 2115 EST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF

Finding(s)

1. FLIGHT CONTROL, GUST LOCK - NOT REMOVED
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. FLT CONTROL SYST, ELEVATOR CONTROL - LOCKED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5085 12/29/84 SANFORD, FL A/C Reg. No. N402PB Time (Lcl) - 1526 EST

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - CESSNA 402B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 10

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

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

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

Weather Data

Wx Briefing - COMPANY
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 130/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ORLANDO, FL
Destination
JACKSONVILLE, FL

ATC/Airspace

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

PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data

SANFORD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - 402

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5300 Last 24 Hrs - 1
Make/Model- 150 Last 30 Days- UNK/NR
Instrument- 331 Last 90 Days- 200
Multi-Eng - 1950

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLT, THE ACFT SUDDENLY NOSED DOWN & BEGAN VIBRATING. REMEDIAL ACTION WAS TAKEN & AN UNEVENTFUL EMERG LANDING WAS MADE. AN EXAM REVEALED THAT THE BOLT, NUT & COTTER PIN (USED TO ATTACH THE ELEVATOR TRIM CONTROL ROD TO THE ELEVATOR TRIM TAB) WERE MISSING. COMPANY MAINTENANCE RECORDS SHOWED THAT THE MISSING COMPONENTS WERE REMOVED ON 12/28/84 & WERE INSTALLED ON THE MORNING OF THE INCIDENT.

Brief of Incident (Continued)

File No. - 5085

12/29/84

SANFORD, FL

A/C Reg. No. N402PB

Time (Lc1) - 1526 EST

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

Finding(s)

1. FLIGHT CONTROL, ELEVATOR TAB SURFACE - DISCONNECTED
2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5044 2/16/84 FOREST PARK,GA A/C Reg. No. N8924E Time (Lcl) - 1231 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-EASTERN AIR LINES	MINOR					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	Fatal	Injuries	
Incident Occurred During	-TAKEOFF		Pass	0		Serious	Minor
							None
							5
							67

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

Make/Model	- MCDONNELL DOUGLAS DC-9-31	Eng Make/Model	- P&W JT8D-7B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 141000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 14000 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	WASHINGTON,DC		W.B HARTSFIELD INT'L ARPT	
Wind Dir/Speed	- 130/006 KTS			Runway Ident	- 09
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 8000/ 150
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Flight Plan	- VFR/IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- 13000 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
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)	
ATP	Current - YES	Total	- UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model	- UNK/NR
HELICOPTER	Aircraft Type - DC-9-31	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-----

CAPTAIN HEARD A MUFFLED EXPLOSION ACCOMPANIED BY A MODERATE LEFT YAW AND "A DETERIORATION OF READINGS ON #1 ENGINE" SHORTLY AFTER TAKEOFF. ACFT RETURNED FOR AN UNEVENTFUL LANDING. EXAMINATION REVEALED THAT THE ENGINE FAILURE INITIATED IN "THE T3 DISK/BLADES AREA." METALLURGICAL EXAMINATION DISCLOSED THE FATIGUE FAILURE OF THE 3RD STAGE TURBINE BLADE WAS MOST PROBABLY INDUCED BY RUBBING BTW THE TURBINE SHROUD AND THE OUTER AIR SEAL.

Brief of Incident (Continued)

File No. - 5044

2/16/84

FOREST PARK, GA

A/C Reg. No. N8924E

Time (Lc1) - 1231 EST

Occurrence LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TURBINE ASSEMBLY, TURBINE BLADE - FATIGUE
 2. TURBINE ASSEMBLY, TURBINE BLADE - FAILURE, TOTAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5006 3/03/84 ATLANTA,GA A/C Reg. No. N6968Q Time (Lcl) - 1535 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

MINOR

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

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

Make/Model - BEECH 19A SPORT III
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2C

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- 340/005 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 41000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ATLANTA,GA

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

FULTON COUNTY

Runway Ident - 32

Runway Lth/Wid - 4158/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 38

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 22

Make/Model- 13

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LANDED HARD & THE NOSE GEAR COLLAPSED WHILE ON A SUPERVISED SOLO FLT. THE ACFT SLID OFF THE RWY BUT REMAINED UPRIGHT.

Brief of Incident (Continued)

File No. - 5006

3/03/84

ATLANTA,GA

A/C Reg. No. N6968Q

Time (Lc1) - 1535 EST

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

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)
2. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5101 10/10/84 CHAMBLEE,GA A/C Reg. No. N2756F Time (Lc1) - 1200 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-DOOLEY HELICOPTER INC.	NONE		Fatal	0	0	0
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Incident Occurred During	-CRUISE						

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 317 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	HIGHLANDS,NC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	CHAMBLEE,GA		DEKALB/PEACHTREE	
Wind Dir/Speed	- 130/006 KTS	ATC/Airspace		Runway Ident	- 16
Visibility	- 11.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 3996 -UNK/NR
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- UNK/NR
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)	
COMMERCIAL	Current - YES	Total - 7903	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 5602	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - 1858	Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT ATTEMPTED A DESCENT AND NOTICED THE COLLECTIVE HAD LOCKED UP. EVEN WITH CONSIDERABLE PRESSURE, HE WAS UNABLE TO MOVE THE COLLECTIVE IN EITHER DIRECTION. HE CHECKED THE SYSTEM & MADE SEVERAL REMEDIAL ACTION ATTEMPTS TO NO AVAIL. AN UNEVENTFUL EMERG LANDING WAS PERFORMED. A COMPLETE EXAMINATION OF THE COLLECTIVE HYDRAULIC SYSTEM FAILED TO DISCLOSE ANY SYSTEM FAILURE.

Brief of Incident (Continued)

File No. - 5101

10/10/84

CHAMBLEE,GA

A/C Reg. No. N2756F

Time (Lcl) - 1200 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - UNDETERMINED
 2. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - LOCKED
-

Occurrence #2 FORCED LANDING

Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5097 12/04/84 ATLANTA,GA A/C Reg. No. N264US Time (Lcl) - 1015 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-NORTHWEST AIRLINES, INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Pass	0	0	0	7
Incident Occurred During	-CRUISE						92

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

Make/Model	- BOEING 727-251	Eng Make/Model	- P&W JT9D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- TELETYPE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	HARTSFIELD	
Wind Dir/Speed	- 010/004 KTS	Runway Ident	- N/A
Visibility	- 20.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Runway Surface	- N/A
Lowest Ceiling	- 8000 FT BROKEN	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, FLT ENG	Current - YES	Total - 12805	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - 727	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLT ELECTRICAL FIRE ERUPTED IN THE CIRCUIT BOARD AND ELECTRICAL COMPONENTS OF THE TEMP CONTROL UNIT FOR THE REAR GALLEY OVEN. ASSOCIATED CIRCUIT BREAKER OPENED, ELECTRICAL POWER TO GALLEY WAS TURNED OFF AND WITHIN MINUTES THE UNIT WAS COOL TO TOUCH. UNSCHEDULED LANDING WAS MADE. MANUFACTURER OF UNIT REPORTEDLY IS NO LONGER IN BUSINESS. OVERHEATED OVEN TEMP CONTROL CIRCUITRY IS ENCLOSED IN METAL BOX. AIRLINE REPORTED THIS FAILURE HAS BEEN A CHRONIC PROBLEM AND ON 12/7/84 BEGAN TO RETROFIT REMAINING UNITS WITH A CIRCUIT MODIFICATION.

Brief of Incident (Continued)

File No. - 5097

12/04/84

ATLANTA,GA

A/C Reg. No. N264US

Time (Lc1) - 1015 EST

Occurrence

FIRE

Phase of Operation

CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC WIRING - UNDETERMINED
 2. ELECTRICAL SYSTEM,ELECTRIC WIRING - OVERTEMPERATURE
 3. MISC EQPT/FURNISHINGS,GALLEY - SMOKE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5002 2/28/84 KALAUPAPA, HI A/C Reg. No. N206RH Time (Lcl) - 0920 HST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ROYAL HAWAIIAN AIRWAYS IN	MINOR		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Incident Occurred During	-LANDING						

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TSIO-520-VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 325 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	HONOLULU, HI		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	KALAUPAPA, HI	KALAUPAPA	
Wind Dir/Speed	- CALM		Runway Ident	- 23
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 2760/ 50
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 14585	Last 24 Hrs - 0
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model - 12500	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 608	Last 90 Days - 175
		Multi-Eng - 13000	Rotorcraft - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL TO RWY 23, A 20 FT WAVE RICOCHETED OFF THE RWY EMBANKMENT, STRIKING THE ACFT'S RT FLAP. THE PLT EXECUTED A GO-AROUND & LANDED ON RWY 05 WITHOUT INCIDENT. INVESTIGATION REVEALED THAT THE RT FLAP CABLE HAD BROKEN.

Brief of Incident (Continued)

File No. - 5002

2/28/84

KALAUPAPA, HI

A/C Reg. No. N206RH

Time (Lcl) - 0920 HST

Occurrence

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6009	6/19/84	BARBERS POINT, HI	A/C Reg. No. DQFDN	Time (Lcl) - 2247 HST
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-----Basic Information-----

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

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

Make/Model - CESSNA 206	Eng Make/Model - LYCOMING TSIO-520-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 045/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point PAGO PAGO, SAMOA</p> <p>Destination HONOLULU, HI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data BARBERS PT</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>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - WSTWIND</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 12131</td> <td>Last 24 Hrs - 22</td> </tr> <tr> <td>Make/Model- 1500</td> <td>Last 30 Days- 60</td> </tr> <tr> <td>Instrument- 1713</td> <td>Last 90 Days- 315</td> </tr> <tr> <td>Multi-Eng - 4000</td> <td></td> </tr> </table>	Total - 12131	Last 24 Hrs - 22	Make/Model- 1500	Last 30 Days- 60	Instrument- 1713	Last 90 Days- 315	Multi-Eng - 4000	
Total - 12131	Last 24 Hrs - 22									
Make/Model- 1500	Last 30 Days- 60									
Instrument- 1713	Last 90 Days- 315									
Multi-Eng - 4000										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE GOT OFF COURSE DURING THE FLT BECAUSE OF A FAULTY ADF. RADAR CONTACT WAS ESTABLISHED AND THE ACFT WAS BEING ESCORTED INTO HONOLULU WHEN FUEL EXHAUSTION OCCURRED. THE ACFT WAS DITCHED APRX 10 MILES SOUTHWEST OF BARBERS POINT NAS AND THE PLT WAS RESCUED BY THE COAST GUARD.

Brief of Accident/Incident (Continued)

File No. - 6009

6/19/84

BARBERS POINT, HI

A/C Reg. No. DQFDN

Time (Lcl) - 2247 HST

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

Finding(s)

1. COMM/NAV EQUIPMENT, COMPASS RECEIVER - ERRATIC
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - WATER, ROUGH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5014 1/23/84 CHICAGO,IL A/C Reg. No. N8081U Time (Lcl) - 2020 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier	-UNITED AIRLINES, INC.	MINOR				
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew	Fatal	Serious	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor
Incident Occurred During	-TAKEOFF			0	0	None
						8
						39

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

Make/Model	- MCDONNELL DOUGLAS DC-8-61	Eng Make/Model	- GE CF56	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 328000	Engine Type	- TURBOFAN		
No. of Seats	- 152	Rated Power	- UNK/NR		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	CHICAGO,IL			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	TORONTO,CD		O'HARE IAP	
Wind Dir/Speed	- 200/012 KTS	ATC/Airspace		Runway Ident	- 09L
Visibility	- 2.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 7416/ 150
Lowest Sky/Clouds	- 600 FT	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 600 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- WET
Obstructions to Vision	- FOG				
Precipitation	- FREEZING DRIZZLE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 16000	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 5	Make/Model - 500	Last 30 Days - 75
	Aircraft Type - DC-8	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE CAPT APPLIED POWER & RELEASED BRAKES TO BEGIN THE TAKEOFF, THE ACFT STARTED TO DRIFT TO THE RIGHT. THE CAPT STATED THAT HE CLOSED THE THROTTLES & PUT THE #1 & #2 THROTTLES IN REVERSE. THE ACFT THEN BEGAN TO VEER LEFT & SPUN AROUND NEARLY 1-1/2 TIMES. THE 1ST OFFICER STATED THAT AS THE ACFT INITIALLY DRIFTED TO THE RIGHT, HE NOTED THAT THE #4 ENG WAS NOT SPOOLING UP & HE SO INFORMED THE CAPT. THE RWY CENTERLINE HAD BEEN DEICED & WAS REPORTED WET WITH SCATTERED AREAS OF SNOW; BRAKING ACTION HAD BEEN REPORTED AS GOOD. THE CAPT SAID THAT LIGHT RAIN OR MIST WAS PRESENT AT THE TIME OF THE INCIDENT. THE UNDERSIDE OF THE #3 ENG COWLING WAS GASHED DURING THE INCIDENT & A LANDING LIGHT HAD TO BE REPLACED.

Brief of Incident (Continued)

File No. - 5014

1/23/84

CHICAGO, IL

A/C Reg. No. N8081U

Time (Lcl) - 2020 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5027 2/22/84 CHAMPAIGN,IL A/C Reg. No. N313BA Time (Lc1) - 1008 CST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-BRITT AIRWAYS, INC.	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	Fatal	Serious	Minor	None	
Incident Occurred During	-APPROACH		Pass	0	0	0	2	
				0	0	0	3	

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

Make/Model	- BEECH 99	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ST. LOUIS,MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHAMPAIGN,IL	UNIV. OF IL-WILLARD
Wind Dir/Speed- 330/012 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5301/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 4582	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 1161	Last 30 Days- 5
	Aircraft Type - UNK/NR	Instrument- 370	Last 90 Days- 330
		Multi-Eng - 3900	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL TO THE DESTINATION ARPT, HE HEARD A LOUD BANG & THE ACFT BEGAN ROLLING TO THE RIGHT. HE REPORTED THAT HE WAS UNABLE TO CONTROL THE ROLL WITH THE AILERONS, SO HE REDUCED POWER ON THE LEFT ENG & APPLIED LEFT RUDDER. THE CREW WAS THEN ABLE TO MAINTAIN DIRECTIONAL CONTROL OF THE ACFT & MADE A SAFE LANDING. AFTER LANDING, THE LEFT AILERON WAS FOUND TO BE BENT AT THE 2ND HINGE POINT. AN INVESTIGATION REVEALED THAT ON 2/20/84, THE SCREWS ON THE OUTBOARD HINGE OF THE LEFT AILERON WERE IMPROPERLY INSTALLED. THIS ALLOWED THE OUTBOARD SECTION OF THE AILERON TO COME LOOSE.

Brief of Incident (Continued)

File No. - 5027

2/22/84

CHAMPAIGN, IL

A/C Reg. No. N313BA

Time (Lc1) - 1008 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH

Finding(s)

1. FLIGHT CONTROL,AILERON ATTACHMENT - DISCONNECTED
 2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5080 3/21/84 MOLINE, IL A/C Reg. No. N333MV Time (Lcl) - 1715 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-MISSISSIPPI VALLEY AIRLIN	NONE		Fatal	0	Serious	0	Minor	0	None	3
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Crew	0	0	0	0	0	16	
Flight Conducted Under	-14 CFR 135	NONE		Pass	0	0	0	0	0	16	
Incident Occurred During	-APPROACH										

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

Make/Model	- SHORT BROS SD3-30	Eng Make/Model	- P&W PT6A-45R	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 22600	Engine Type	- TURBOPROP		
No. of Seats	- 30	Rated Power	- 1198 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	CEDAR RAPIDS, IA			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	MOLINE, IL		QUAD CITY	
Wind Dir/Speed	- 300/016 KTS	ATC/Airspace		Runway Ident	- 27
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6505/ 150
Lowest Sky/Clouds	- 2500 FT	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 2500 FT OVERCAST	Type Apch/Lndg	- ILS-LOCALIZER	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN APCH, THE RIGHT ENG LOST POWER, BUT AN UNEVENTFUL LANDING WAS MADE. AN EXAM REVEALED THE AFT FUEL TANK, CONSISTING OF THE #3 & #4 FUEL CELLS, WERE EMPTY, ALTHOUGH THE FUEL QUANTITY GAGE INDICATED 500 LBS OF FUEL REMAINING. THE ERRONEOUS READING WAS TRACED TO THE FUEL PROBE CANNON PLUG, PN 1-332-1, WHICH WAS SOAKED WITH DEICE FLUID/GLYCOL.

Brief of Incident (Continued)

File No. - 5080

3/21/84

MOLINE, IL

A/C Reg. No. N333MV

Time (Lc1) - 1715 CST

Occurrence LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5076 6/09/84 CHICAGO, IL A/C Reg. No. N320BA Time (Lcl) - 0926 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-BRITT AIRWAYS, INC.	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	2	
Incident Occurred During	-LANDING		Pass	0	0	1	8	

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

Make/Model	- BEECH 99	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- TURBOPROP		
No. of Seats	- 15	Rated Power	- 550 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	BLOOMINGTON, IN			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	CHICAGO, IL		O'HARE	
Wind Dir/Speed	- 220/005 KTS			Runway Ident	- 14
Visibility	- 4.000 SM	ATC/Airspace		Runway Lth/Wid	- 11600/ 200
Lowest Sky/Clouds	- 400 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 4600 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- FOG	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

LANDING GEAR EXTENDED BUT NOT LOCKED. CREW COULD NOT RECTIFY SITUATION BY USING NORMAL AND EMERGENCY GEAR EXTENSION PROCEDURES. GEAR COLLAPSED ON TOUCHDOWN. INVESTIGATION DISCLOSED A FATIGUE CRACK IN RT MAIN GEAR HYDRAULIC ACTUATOR ALLOWING A LOSS OF HYDRAULIC FLUID. MAINTENANCE RECORDS PROVIDED BY THE OPERATOR INDICATE THE ACTUATORS WERE CHECKED FOR LEAKS AND ALIGNMENT 28 HRS PRIOR TO THIS INCIDENT.

Brief of Incident (Continued)

File No. - 5076

6/09/84

CHICAGO,IL

A/C Reg. No. N320BA

Time (Lcl) - 0926 CDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. HYDRAULIC SYSTEM - FATIGUE
 2. GEAR DOWN AND LOCKED - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5102

6/18/84

CHICAGO, IL

A/C Reg. No. N4867T

Time (Lcl) - 1030 CDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC

Aircraft Damage

Injuries

Type of Operation -POSITIONING

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

3

Incident Occurred During -LANDING

NONE

Pass

0

0

0

0

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

Make/Model - MCDONNELL DOUGLAS DC-8-73

Eng Make/Model - GE CFM-58

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 4

Stall Warning System - YES

Max Gross Wt - 335800

Engine Type - TURBOFAN

No. of Seats - 152

Rated Power - UNK/NR

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 260/020 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHICAGO, IL

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

O'HARE IAP

Runway Ident - 27

Runway Lth/Wid - 10141/ 150

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

ME LAND

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) - AIRPLANE

-----Narrative-----

DURING DESCENT, FLT ENGINEER NOTICED THE HYDRAULIC FLUID LEVEL WAS LOW. ACFT LANDED WITH LOCKED BRAKES ON ALL 4 WHEELS OF THE RT MAIN GEAR AND ALL 4 TIRES WERE BLOWN OUT. TWO HYDRAULIC LINE FITTINGS ON THE RUDDER HYDRAULIC BOOSTER PACKAGE WERE FOUND TO BE THE SOURCE OF THE HYDRAULIC FLUID LOSS. THE ANTI-SKID CONTROL BOX WAS FOUND TO BE OUT OF SPECIFICATIONS.

Brief of Incident (Continued)

File No. - 5102

6/18/84

CHICAGO,IL

A/C Reg. No. N4867T

Time (Lc1) - 1030 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - ROLL

Finding(s)

1. HYDRAULIC SYSTEM, FITTING - FAILURE, PARTIAL
2. FLUID, HYDRAULIC - LEAK
3. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - INCORRECT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6002 6/23/84 CHICAGO, IL A/C Reg. No. GSAIL Time (Lcl) - 2025 CDT

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

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage		Injuries		
Name of Carrier -TRADEWINDS AIRWAYS LTD	MINOR		Fatal	Serious	Minor
Type of Operation -SCHEDULED,INTL,CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 129	NONE	Pass	0	0	0
Acc/Inc Occurred During -LANDING					None
					4

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

Make/Model - BOEING 707-323C	Eng Make/Model - P & W JT3D-3B	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 323300	Engine Type - TURBOFAN	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	GNDR,NEWFNDLAND	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	O'HARE INTL
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Ident - 22R
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7500/ 150
Lowest Sky/Clouds - 1000 FT	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
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 - 7148
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 12
	Aircraft Type - 707	Make/Model- 1923
		Instrument- 0
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 26 MIN BEFORE LANDING CREW RECEIVED SIGMET 1C ADVISING OF LINE OF THUNDERSTORMS FROM MILWAUKEE TO ST. LOUIS MOVING SE AT 15 KTS. THEY ALSO BECAME AWARE OF A THUNDERSTORM WEST OF ARPT. AT ABOUT 20 MI NE OF ARPT THEY COULD SEE THE STORM VISUALLY & ON RADAR WEST OF ARPT. ABOUT 15 MI OUT CREW CEASED LOOKING AT RADAR DUE TO INCREASING WORKLOAD & GROUND CLUTTER. RAIN INCREASED IN INTENSITY DURING FINAL APPROACH. ACFT LANDED, OVERRAN RWY & HIT APCH LIGHT. CREW DID NOT CONSULT LANDING FIELD LENGTH CHART IN COMPANY OPS MANUAL. CHART INDICATES A STOPPING DISTANCE OF 7,930 FT FROM INITIAL BRAKE APPLICATION FOR A "VERY WET" RWY. ANOTHER FLT WHICH WAS ARRIVING IN THE ARPT AREA AT THE TIME OF THE ACCIDENT RECEIVED VECTORS NORTH OF THE ARPT & HELD FOR ABOUT 10 MIN. THEY THEN FLEW "...ON THE BACK SIDE OF TH WEATHER FOR AN APPROACH TO RUNWAY 14R..." RWY 27L, 10141 FT LONG, WAS AVAILABLE.

Brief of Accident/Incident (Continued)

File No. - 6002

6/23/84

CHICAGO,IL

A/C Reg. No. GSAIL

Time (Lc1) - 2025 CDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
9. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
10. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER

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

Finding(s)

11. OBJECT - APPROACH LIGHT/NAVAID

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

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

Factor(s) relating to this incident is/are finding(s) 1,2,3,4,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5087 6/26/84 CHICAGO,IL A/C Reg. No. N8048U Time (Lc1) - 0235 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINES INC.	MINOR					
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	3
Incident Occurred During	-LANDING			0	0	0	0

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

Make/Model	- MCDONNELL-DOUGLAS DC-8-54	Eng Make/Model	- P&W JT3D-3	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 315000	Engine Type	- TURBOFAN		
No. of Seats	- 5	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	NEWARK,NJ	
Completeness	Destination	Airport Data
Basic Weather	CHICAGO,IL	O'HARE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 11
Lowest Sky/Clouds	- IFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 11600/ 200
Obstructions to Vision	- IFR	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- STRAIGHT-IN	Runway Status
	FULL STOP	- WET

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE LEFT MAIN GEAR SWIVEL LINK PIN FAILED ALLOWING THE REAR SET OF TIRES TO BECOME DETACHED FROM THE MAIN STRUT AND DRAG ALONG THE RWY. THE LEFT MAIN GEAR BOGIE WAS LAST OVERHAULED IN 1981. AT THE TIME OF FAILURE, IT HAD 4459 HRS SINCE OVERHAUL. METALLURGICAL STUDY OF THE SWIVEL PIN REVEALED, 1) INTERGRANULAR CRACKING THRU 40% OF PIN X-SECTION, 2) EVIDENCE OF STRESS CORROSION FROM OVERTORQUING THE NUT ON THREADED END OF PIN, 3) TRACES OF COPPER, SOMETIMES USED BEFORE CHROMIUM PLATING DURING OVERHAUL, FOUND IN CRACK, 4) NO OVERLOAD EVIDENCE IN PREEXISTANT CRACK AND 5) INDICATIONS THAT FINAL FRACTURE WAS DUE TO OVERLOAD.

Brief of Incident (Continued)

File No. - 5087

6/26/84

CHICAGO,IL

A/C Reg. No. N8048U

Time (Lc1) - 0235 CDT

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

Finding(s)

1. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
 2. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERTORQUE
 3. LANDING GEAR,MAIN GEAR ATTACHMENT - STRESS CORROSION
 4. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5113 10/27/84 CHICAGO, IL A/C Reg. No. N1852U Time (Lcl) - 1318 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINES	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	11
Incident Occurred During	-TAKEOFF		Pass	0	0	0	265

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

Make/Model	- MCDONNELL-DOUGLAS DC-10-30	Eng Make/Model	- GE CF6-50C2B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 565000	Engine Type	- TURBOFAN		
No. of Seats	- 345	Rated Power	- 50400 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HONOLULU, HI	
Wind Dir/Speed- 200/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE FLT CREW HEARD A NOISE FROM THE RIGHT SIDE OF THE ACFT WHICH SOUNDED LIKE AN ENGINE COMPRESSOR STALL. THE NUMBER 3 ENGINE WAS SHUT DOWN AND THE ACFT MADE AN UNEVENTFUL LANDING AT THE DEPARTURE AIRPORT. PIECES OF COWLING FROM THE RIGHT ENGINE FELL IN A RESIDENTIAL AREA BUT DID NO DAMAGE. TEARDOWN OF THE ENGINE REVEALED THAT THE TURBINE BLADES ON THE FIRST STAGE LOW PRESSURE TURBINE WHEEL HAD BROKEN OFF AND HAD PENETRATED THE ENGINE CASE AND THE CORE COWL DOORS.

Brief of Incident (Continued)

File No. - 5113

10/27/84

CHICAGO, IL

A/C Reg. No. N1852U

Time (Lc1) - 1318 CDT

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

Finding(s)

1. TURBINE ASSEMBLY, TURBINE BLADE - FAILURE, TOTAL
 2. TURBINE ASSEMBLY, TURBINE BLADE - SEPARATION
 3. TURBINE ASSEMBLY, CASING - PENETRATED
 4. NACELLE/PYLON, FAIRING - SEPARATION
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5075 11/03/84 WHEELING, IL A/C Reg. No. N21YF Time (Lcl) - 1500 CST

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

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

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

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALWAUKEE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12L
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4447/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - CONCRETE
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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PREFLT, JUST PRIOR TO TAKEOFF, THE PLT CHECKED THE FLT CONTROLS & FULL TRAVEL OF THE CONTROLS WAS ACHIEVED. HE INITIATED THE TAKEOFF, BUT WHEN HE APPLIED BACK PRESSURE ON THE ELEVATOR CONTROL, IT WOULD ONLY MOVE ABOUT 1 INCH. HE ABORTED THE TAKEOFF WITHOUT FURTHER INCIDENT. AN EXAM OF THE ACFT REVEALED THE RIBBON WIRE, PN 1570308-1, FOR THE CONTROL YOKE ELECTRICAL SWITCHES BECAME JAMMED UNDER THE CONTROL COLUMN BEARINGS & RESTRICTED THE YOKE MOVEMENT. AN EXCESSIVE AMOUNT OF SLACK IN THE WIRE WAS NOTED. A CESSNA SERVICE LETTER, SE79-26, REGARDING 1978 & 1979 CESSNA 210 & P210 MODELS ADDRESSED THIS PROBLEM, BUT WAS NOT APPLICABLE TO PREVIOUS MODELS. N21YF WAS A 1974 CESSNA T2101. STARTING IN 1980, GUIDES WERE INSTALLED AT THE FACTORY. WHEN REMOVED, THE RIBBON WIRE WAS 33" LONG & WAS SPLIT FOR USE IN THE 1974 ACFT. THE REPLACEMENT RIBBON WIRE WAS 45" LONG, WAS NOT SPLIT & WAS MADE FOR USE IN SEVERAL MODELS OF CESSNA ACFT. THE SERVICE MANUAL HAD NO INSTRUCTIONS FOR INSTALLATION EXCEPT FOR A DIAGRAM.

Brief of Incident (Continued)

File No. - 5075

11/03/84

WHEELING,IL

A/C Reg. No. N21YF

Time (Lcl) - 1500 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC WIRING - INADEQUATE
 2. MAINTENANCE,INSTALLATION - INADEQUATE -
 3. PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
 4. FLT CONTROL SYST,ELEVATOR CONTROL - JAMMED
 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5093 11/05/84 CHICAGO,IL A/C Reg. No. N97RE Time (Lcl) - 1030 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	NONE	Fatal	Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Incident Occurred During -APPROACH					2
					8

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

Make/Model - ROCKWELL INT'L NA-265-25	Eng Make/Model - AIRESEARCH TFE 731-3R1D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 20372	Engine Type - TURBOJET	
No. of Seats - 10	Rated Power - 3700 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HOUSTON,TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	CHICAGO,IL	O'HARE INTERNATIONAL
Wind Dir/Speed- 330/011 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 9.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10141/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11100
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 50
		Instrument- UNK/NR
		Last 90 Days- 150
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CONTROL WAS TEMPORARILY LOST WHEN 36 DEGREES OF FLAPS WERE ADDED DUE TO ICE BUILD-UP BEHIND HEATED LEADING EDGE OF THE WING. RAISING THE FLAPS TO 20 DEGS ALLEVIATED THE CONTROL PROBLEM AND AN UNEVENTFUL LANDING WAS ACCOMPLISHED AT A HIGHER THAN NORMAL AIRSPEED. THE ACFT IS CERTIFIED FOR FLT INTO ICING CONDITIONS AND ALL ANTI-ICE SYSTEMS WERE ON AT THE TIME OF THIS INCIDENT. PLT REPORTS AT THE TIME MENTIONED ICING CONDITIONS RANGING FROM LIGHT RIME TO SEVERE CLEAR ICING. LIGHT RIME ICING WAS ALSO MENTIONED ON THE ATIS BROADCAST.

Brief of Incident (Continued)

File No. - 5093

11/05/84

CHICAGO,IL

A/C Reg. No. N97RE

Time (Lc1) - 1030 CST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 3. ANTI-ICE/DE-ICE SYSTEM,WING - INADEQUATE
 4. WING - ICE
-

Occurrence #2 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation CRUISE

Finding(s)

5. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5116 2/15/84 INDIANAPOLIS,IN A/C Reg. No. N175P Time (Lcl) - 1941 CST

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

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

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

Make/Model - SWEARINGEN SA-26AT	Eng Make/Model - GARRETT TPE331-1-151G	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10062	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 605 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	INDIANAPOLIS,IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	INDIANAPILIS INTER,
Wind Dir/Speed- 008/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7600/ 150
Lowest Sky/Clouds - 25000 FT	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4250
SE LAND,ME LAND	Months Since - 7	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 325
		Multi-Eng - 290
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A LOCAL FLT TO CHECK THE AILERON RIGGING AFTER MAINTENANCE HAD BEEN PERFORMED ON IT. AFTER TAKING OFF, HE REMAINED IN THE TRAFFIC PATTERN. ON DOWNWIND, AFTER EXTENDING THE LANDING GEAR, HE NOTED AN UNSAFE RIGHT MAIN GEAR INDICATION. THE PLT RECYCLED THE GEAR, CHECKED THE CIRCUIT BREAKERS & USED THE EMERGENCY EXTENSION SYSTEM. SUBSEQUENTLY, DURING A LANDING, THE RIGHT GEAR COLLAPSED & THE ACFT SWERVED TO THE RIGHT & RECEIVED MINOR DAMAGE. AN EXAM REVEALED THAT THE SUPPORT BRACKET FOR THE RIGHT MAIN GEAR SUPPORT ASSEMBLY (P/N 50-820107) CONTAINED AN OLD FATIGUE CRACK. AFTER THE BRACKET FAILED, THE GEAR ACTUATOR SEPARATED FROM THE BRACKET.

Brief of Incident (Continued)

File No. - 5116

2/15/84

INDIANAPOLIS, IN

A/C Reg. No. N175P

Time (Lcl) - 1941 CST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FATIGUE
-

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
 3. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5081	7/03/84	MUNCIE, IN	A/C Reg. No. N13CM	Time (Lc1) - 1230 EDT			
-----Basic Information-----							
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
Type of Operation	-BUSINESS	MINOR	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1	
Incident Occurred During	-LANDING	NONE	Pass 0	0	0	1	
-----Aircraft Information-----							
Make/Model	- ENSTROM F-28A	Eng Make/Model	- LYCOMING HIO-360-C1B	ELT Installed/Activated - UNK/NR			
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System - YES			
Max Gross Wt	- 1950	Engine Type	- RECIP-FUEL INJECTED				
No. of Seats	- 3	Rated Power	- 205 HP				
-----Environment/Operations Information-----							
Weather Data		Itinerary	Airport Proximity				
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT				
Method	- N/A	INDIANAPOLIS, IN					
Completeness	- N/A	Destination	Airport Data				
Basic Weather	- VMC	SAME AS ACC/INC	DELAWARE CO.				
Wind Dir/Speed	- 210/015 KTS	ATC/Airspace	Runway Ident - UNK/NR				
Visibility	- 4.000 SM	Type of Flight Plan	Runway Lth/Wid - UNK/NR				
Lowest Sky/Clouds	- 5000 FT	Type of Clearance	Runway Surface - GRASS/TURF				
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	Runway Status - UNK/NR				
Obstructions to Vision	- HAZE						
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	- 10077	Last 24 Hrs - UNK/NR			
SE LAND, ME LAND	Months Since - 1	Make/Model	- 75	Last 30 Days- UNK/NR			
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	525	Last 90 Days- 50			
		Multi-Eng -	2500	Rotorcraft - 75			
Instrument Rating(s) - AIRPLANE							
-----Narrative-----							
ACCORDING TO THE PLT, HE WAS IN A 20 DEG LEFT BANK WITH AN AIRSPEED OF ABOUT 40 KTS WHEN THE HELICOPTER BEGAN ROTATION TO THE RIGHT. HE ENTERED AN AUTOROTATION & LANDED WITH A FORWARD SPEED OF ABOUT 5 KTS. AN EXAM REVEALED THAT THE TAIL ROTOR DRIVE SHAFT HAD FAILED. THE DRIVE SHAFT HAD ABOUT 1314 FLT HRS OF OPERATION.							

Brief of Incident (Continued)

File No. - 5081

7/03/84

MUNCIE, IN

A/C Reg. No. N13CM

Time (Lcl) - 1230 EDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5060 9/24/84 LAFAYETTE, IN A/C Reg. No. N305MM Time (Lcl) - 0945 EST

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

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

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

Make/Model - BEECH A36TC	Eng Make/Model - LYCOMING TS10-520-UB	ELT Installed/Activated - YES/NO
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 - TELETYPE	CHICAGO, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LAFAYETTE, IN	LAFAYETTE
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE LEVELED OFF AT 3000 FT MSL, THE AUX FUEL BOOST SWITCH WAS STILL ON, SO HE SWITCHED IT "OFF." WHEN THE SWITCH WAS TURNED OFF, THE ENG BEGAN TO RUN WITH A BIT OF VIBRATION, SO HE RETURNED THE SWITCH TO "ON" & LEFT IT IN THAT POSITION FOR THE REMAINDER OF THE FLT. THE EN ROUTE PORTION OF THE FLT WAS UNEVENTFUL. DURING A DESCENT THRU 2300 FT, IN IFR CONDITIONS NEAR THE DESTINATION, THE ENG STOPPED RUNNING. THE PLT WAS UNABLE TO RESTART THE ENG. HE REPORTED THAT THE ACFT BROKE OUT OF THE OVERCAST AT A LOW ALT. THE PLT SAW A SUITABLE FIELD & LANDED, BUT THE ACFT RECEIVED MINOR DAMAGE. THE ENG OPERATED NORMALLY DURING A RUN-UP. NO REASON FOR THE LOSS OF POWER WAS IDENTIFIED.

Brief of Incident (Continued)

File No. - 5060

9/24/84

LAFAYETTE, IN

A/C Reg. No. N305MM

Time (Lcl) - 0945 EST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. WEATHER CONDITION - LOW CEILING

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5031 3/08/84 ERLANGER,KY A/C Reg. No. N794N Time (Lcl) - 0742 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-PIEDMONT AVIATION	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	0	5
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	17
Incident Occurred During	-LANDING		Other	0	0	0	8

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

Make/Model	- BOEING 737-200	Eng Make/Model	- P & W JT8-15	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 90000	Engine Type	- TURBOJET		
No. of Seats	- 112	Rated Power	- 15500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LOUISVILLE,KY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	GREATER CINCINNATI INTL
Wind Dir/Speed- 100/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - .300 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9500/ 150
Lowest Sky/Clouds - 300 FT	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - SNOW - WET
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
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,FLT ENG	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - B-737	Make/Model- 2400
		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 THE ACFT WAS ABOUT 15 MI SW OF THE ARPT BEING VECTORED FOR A RWY 36 CAT II APPROACH, THE LOCAL CONTROLLER GAVE THE GROUND CONTROLLER PERMISSION TO CLEAR SNOW REMOVAL EQUIPMENT TO PROCEED NORTH ON RWY 36 & TO EXIT RWY 36 AT THE INTERSECTION OF RWY 27L. THE ACFT REPORTED AT THE OUTER MARKER & WAS CLEARED TO LAND. THERE WAS NO CONVERSATION BETWEEN THE CONTROLLERS AS TO THE STATUS OF THE SNOW REMOVAL EQUIPMENT. JUST AFTER TOUCHDOWN THE CAPTAIN OBSERVED THE AMBER ROTATING BEACON OF ONE OF THE VEHICLES ABOUT 1,000 FT AHEAD. THE CAPTAIN MADE AN IMMEDIATE GO-AROUND & THE ACFT MISSED THE 8 VEHICLES BY AN ESTIMATED 10 FT. THE RWY VISUAL RANGE (RVR) WAS REPORTED AS 3,000 FT.

Brief of Incident (Continued)

File No. - 5031

3/08/84

ERLANGER,KY

A/C Reg. No. N794N

Time (Lcl) - 0742 EST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - OBSCURATION
4. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
5. OBJECT - VEHICLE
6. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
7. GO-AROUND - INITIATED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5070 5/17/84 COVINGTON, KY A/C Reg. No. N723RW Time (Lc1) - 1723 EDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -REPUBLIC AIRLINES, INC.	NONE		Fatal	Injuries	
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Incident Occurred During -STANDING			0	1	12
					7
					138

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

Make/Model - BOEING 727	Eng Make/Model - P&W JT8D-17R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 142000	Engine Type - TURBOJET	
No. of Seats - 145	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	NASHVILLE, TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DETROIT, MI	GREATER CINCINNATI INT'L
Wind Dir/Speed- CALM		Runway Ident - UNK/NR
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - UNK/NR
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT	PRECAUTIONARY LANDIN	

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total - 18730
SE LAND, ME LAND, ME SEA	Months Since - UNK/NR	Last 24 Hrs - 43
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 350
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

AFTER LEVELING AT FL330, THE #2 ENG FIRE WARNING LIGHT & BELL ACTIVATED. THE CREW FOLLOWED THE PUBLISHED PROCEDURES, SHUT DOWN THE ENG & USED A FIRE BOTTLE. THEY THEN DIVERTED TO CINCINNATI & MADE A PRECAUTIONARY LANDING. AFTER LANDING, FIRE DEPT PERSONNEL MONITORED THE ACFT & RADIOED INFO TO GROUND CONTROL. IN TURN, GROUND CONTROL RELAYED INFO TO THE CREW WHILE TAXIING. FIRE TRUCK PERSONNEL REPORTED SEEING A "SMALL AMOUNT" OF SMOKE FROM THE #1 ENG. GROUND CONTROL RELAYED THE INFO WITHOUT THE WORDS "SMALL AMOUNT." SUBSEQUENTLY, THE ACFT WAS STOPPED & WAS EVACUATED USING THE ESCAPE SLIDES. 1 PASSENGER WAS SERIOUSLY INJURED WHEN A SLIDE BURST. THERE WAS EVIDENCE IT WAS PUNCTURED BY A SHOE NAIL AFTER THE SHOE'S HEEL CAME OFF. INVESTIGATION REVEALED THERE WAS A FALSE FIRE WARNING INDICATION DUE TO A SHORTED FIRE DETECTOR. THE FLT ATTENDANTS (F/A) WERE NOT PROPERLY BRIEFED. 1 F/A UNHOOKED A GIRT BAR BEFORE OPENING EXIT 4R, RENDERING IT UNUSABLE. SOME PASSENGERS TRIED TO EXIT WITH CARRY-ON BAGGAGE. THE REAR STAIR EXIT WAS NOT USED.

Brief of Incident (Continued)

File No. - 5070

5/17/84

COVINGTON, KY

A/C Reg. No. N723RW

Time (Lc1) - 1723 EDT

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

Finding(s)

1. FIRE WARNING SYSTEM, POWERPLANT - SHORTED
2. FIRE WARNING SYSTEM, POWERPLANT - FALSE INDICATION
3. FIRE EXTINGUISHING EQUIPMENT - SELECTED - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

6. CREW/GROUP COORDINATION - INADEQUATE -
7. DOOR, EMERGENCY EXIT - OTHER
8. EMERGENCY EQUIPMENT - IMPROPER USE OF - OTHER CREW MEMBER

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

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

Factor(s) relating to this incident is/are finding(s) 6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5118 12/20/84 NEW ORLEANS, LA A/C Reg. No. DABYP Time (Lcl) - 1535 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-LUFTHANSA GERMAN AIRLINES	NONE					
Type of Operation	-NON SCHED, INTL, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 129	NONE	Pass	0	0	0	18
Incident Occurred During	-APPROACH		Other	0	0	0	346
							1

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

Make/Model	- BOEING 747-200	Eng Make/Model	- GE CF6-50E	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 733000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FRNKFRT, GERMANY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	NEW ORLEANS, LA	NEW ORLEANS INTL
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - ILS-BACKCOURSE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

PRECAUTIONARY LANDIN

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 12000
ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, A BOEING 747, REGISTRATION NUMBER D-ABYP, LUFTHANSA FLIGHT 5432, WAS VECTORED FOR AN ILS LOCALIZER BACKCOURSE APCH TO RWY 19 AT THE NEW ORLEAN INTL ARPT. WHILE ON THE APCH AT 2000 FT MSL, THE AIRCREW WERE INSTRUCTED BY THE ARRIVAL CONTROLLER TO CONTACT THE TOWER ON ANOTHER FREQUENCY. SHORTLY AFTER THAT, THE ARRIVAL CONTROLLER OBSERVED A VFR CODED TARGET APPEAR ON THE RADAR. HE ATTEMPTED TO ADVISE THE BOEING CREW BY USING AN OVERRIDE FEATURE, BUT AT THAT TIME, ANOTHER CONTROLLER WAS TRANSMITTING. THE BOEING CREW SAW THE ACFT COMING HEAD-ON & TOOK EVASIVE ACTION BY MAKING A STEEP TURN TO THE RIGHT. THE OTHER ACFT WAS A LIGHT SINGLE ENG PLANE THAT WAS FLYING AT 2000 FT MSL. THE LIGHT PLANE WAS NEVER IDENTIFIED & WAS NOT OBSERVED TO TAKE EVASIVE ACTION. A GROUP II TERMINAL CONTROL AREA (TCA) WAS IN PLACE AT NEW ORLEANS. THE NEAR COLLISION OCCURRED WHERE THE MIN ALT FOR THAT PART OF THE INSTR APCH WAS AT THE BOTTOM OF THE TCA. VFR FLT UP TO THE BOTTOM OF THE TCA IN THAT AREA WAS LEGAL. THE NUMBER OF OCCUPANTS IN THE SE ACFT WAS UNKN.

Brief of Incident (Continued)

File No. - 5118

12/20/84

NEW ORLEANS, LA

A/C Reg. No. DABYP

Time (Lc1) - 1535 CST

Occurrence

NEAR COLLISION BETWEEN AIRCRAFT

Phase of Operation

APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. APPROACH CHARTS - INADEQUATE
2. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRWAYS/AIRSPACE - FAA(ORGANIZATION)
3. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5118 12/20/84 NEW ORLEANS, LA A/C Reg. No. UNK Time (Lcl) - 1535 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE		Fatal	Serious	Minor	None
Type of Operation - UNKNOWN	Fire	Crew	0	0	0	1
Flight Conducted Under - UNKNOWN	NONE	Pass	0	0	0	0
Incident Occurred During - CRUISE		Other	0	0	0	364

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

Make/Model - UNKNOWN UNKNOWN	Eng Make/Model - UNKNOWN UNKNOWN	ELT Installed/Activated - UNK/NR
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - UNK/NR	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	UNKNOWN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNKNOWN	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - UNK/NR	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		

PRECAUTIONARY LANDIN

-----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	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) - UNK/NR

-----Narrative-----

DURING ARRIVAL, A BOEING 747, REGISTRATION NUMBER D-ABYP, LUFTHANSA FLIGHT 5432, WAS VECTORED FOR AN ILS LOCALIZER BACKCOURSE APCH TO RWY 19 AT THE NEW ORLEAN INTL ARPT. WHILE ON THE APCH AT 2000 FT MSL, THE AIRCREW WERE INSTRUCTED BY THE ARRIVAL CONTROLLER TO CONTACT THE TOWER ON ANOTHER FREQUENCY. SHORTLY AFTER THAT, THE ARRIVAL CONTROLLER OBSERVED A VFR CODED TARGET APPEAR ON THE RADAR. HE ATTEMPTED TO ADVISE THE NOEING CREW BY USING AN OVERRIDE FEATURE, BUT AT THAT TIME, ANOTHER CONTROLLER WAS TRANSMITTING. THE BOEING CREW SAW THE ACFT CCMING HEAD-ON & TOOK EVASIVE ACTION BY MAKING A STEEP TURN TO THE RIGHT. THE OTHER ACFT WAS A LIGHT SINGLE ENG PLANE THAT WAS FLYING AT 2000 FT MSL. THE LIGHT PLANE WAS NEVER IDENTIFIED & WAS NOT OBSERVED TO TAKE EVASIVE ACTION. A GROUP II TERMINAL CONTROL AREA (TCA) WAS IN PLACE AT NEW ORLEANS. THE NEAR COLLISION OCCURRED WHERE THE MIN ALT FOR THAT PART OF THE INSTR APCH WAS AT THE BOTTOM OF THE TCA. VFR FLT UP TO THE BOTTOM OF THE TCA IN THAT AREA WAS LEGAL. THE NUMBER OF OCCUPANTS IN THE SE ACFT WAS UNKN.

Brief of Incident (Continued)

File No. - 5118

12/20/84

NEW ORLEANS, LA

A/C Reg. No. UNK

Time (Lc1) - 1535 CST

Occurrence NEAR COLLISION BETWEEN AIRCRAFT

Phase of Operation CRUISE

Finding(s)

1. APPROACH CHARTS - INADEQUATE
 2. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRWAYS/AIRSPACE - FAA(ORGANIZATION)
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5117

5/07/84

GORHAM, ME

A/C Reg. No. N3613D

Time (Lc1) - 0645 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
NONE

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

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

Fire
UNK/NR

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

Make/Model - BARNES FIREFLY 7
Landing Gear - N/A
Max Gross Wt - 900
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- 030/005 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GORHAM, ME
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

FREE BALLOON

Age - 37
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-----

DURING TOUCH AND GO LANDINGS THE BALLOON ENCOUNTERED INCREASED WINDS. THE BALLOON TOUCHED DOWN HARD TILTING THE BASKET ONTO ITS SIDE. A PASSENGERS ARM BECAME CAUGHT BETWEEN THE BASKET AND THE GROUND.

Brief of Incident (Continued)

File No. - 5117

5/07/84

GORHAM, ME

A/C Reg. No. N3613D

Time (Lc1) - 0645 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5050 6/27/84 PORTLAND, ME A/C Reg. No. N417PE Time (Lcl) - 2334 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-PEOPLE EXPRESS	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	0	None
Incident Occurred During	-DESCENT						2	7
								114

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

Make/Model	- BOEING 737-130	Eng Make/Model	- P&W JT8D9	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 97800	Engine Type	- TURBOFAN		
No. of Seats	- 100	Rated Power	- 14000 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	NEWARK, NJ			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	PORTLAND, ME		PORTLAND	
Wind Dir/Speed	- 200/006 KTS	ATC/Airspace		Runway Ident	- 11
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6800/ 150
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- IFR	Runway Surface	- MACADAM
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
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)	
ATP	Current - YES	Total	- UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - 0	Make/Model	- UNK/NR
GLIDER	Aircraft Type - 737	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-----

CAPTAIN HEARD LOUD "POP" AND OBSERVED AN ELECTRICAL PANEL INTERRUPTION ALONG WITH ILLUMINATION OF RT "BUS OFF" & "GEN OFF BUS" LIGHTS. NO GENERATOR AMPS OR FREQS WERE OBSERVED. FAINT ODOR OF SMOKE. CAPT STARTED APU AND PUT APU GENERATOR ON RT SIDE. "BUS OFF" LIGHT EXTINGUISHED. WITHIN A MINUTE, SMOKE LEVEL INCREASED. CAPT REMOVED APU & CALLED FOR ELECTRICAL SMOKE AND FIRE CHECKLIST. EMERGENCY LANDING PERFORMED DURING WHICH ALL 4 MAIN GEAR TIRES FAILED. CREW & PAX PERFORMED EMERGENCY EVACUATION. INSPECTION OF ACFT DISCLOSED THE FAILURE IN THE GENERATOR CONTROL UNIT OCCURRED IN A CAPACITOR INSTALLED IN THE CIRCUIT. FAILURE OF THE #2 GENERATOR CONTROL UNIT RENDERED THE ANTI-SKID SYSTEM INOP RESULTING IN THE TIRE FAILURES.

Brief of Incident (Continued)

File No. - 5050

6/27/84

PORTLAND, ME

A/C Reg. No. N417PE

Time (Lc1) - 2334 EDT

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

Finding(s)

1. ELECTRICAL SYSTEM, VOLTAGE REGULATOR - FAILURE, PARTIAL
2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
3. ELECTRICAL SYSTEM, VOLTAGE REGULATOR - SHORTED
4. APU - IMPROPER USE OF - PILOT IN COMMAND
5. ELECTRICAL SYSTEM - SMOKE

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - INOPERATIVE
7. LANDING GEAR, TIRE - FAILURE, TOTAL

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

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

Factor(s) relating to this incident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6006 4/28/84 MARINE CITY, MI A/C Reg. No. CGDPP Time (Lcl) - 1715 EST

-----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
Acc/Inc Occurred During - CRUISE - NORMAL

-----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 - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 240/020 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LONDON, ONTARIO, CD
Destination
WINDSOR ONTARIO, CD

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARINE 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)
STUDENT

Age - 17
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 50	Last 24 Hrs -	4
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED LONDON, ONTARIO WITH 14 GAL OF FUEL ON BOARD. HE BECAME DISORIENTED & FLEW OVER SARNIA WHICH HE MISTOOK FOR DETROIT. HE STATED THAT HE WAITED TOO LONG BEFORE CONTACTING ANYONE FOR HELP. WHEN HE FINALLY CALLED SELFTRIDGE APPROACH & WAS BEING VECTORED TO MARINE CITY, FUEL EXHAUSTION OCCURRED. A FORCED LANDING WAS MADE IN A SOFT FIELD WHERE THE AIRCRAFT NOSED OVER.

Brief of Accident/Incident (Continued)

File No. - 6006

4/28/84

MARINE CITY, MI

A/C Reg. No. CGDPP

Time (Lc1) - 1715 EST

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

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. RADIO COMMUNICATIONS - DELAYED - PILOT IN COMMAND
 4. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5028 5/15/84 BATTLE CREEK,MI A/C Reg. No. N708ZW Time (Lc1) - 1410 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-AIR WISCONSIN, INC.	NONE									
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	3
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	22			
Incident Occurred During	-CRUISE										

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

Make/Model	- DEHAVILLAND DHC-7-102	Eng Make/Model	- P&W PT6A-50	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 43500	Engine Type	- TURBOJET		
No. of Seats	- 59	Rated Power	- 1600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MUSKEGON,MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BATTLE CREEK,MI	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 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 - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 9592	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 1	Make/Model- 860	Last 30 Days- UNK/NR
	Aircraft Type - DHC-7	Instrument- UNK/NR	Last 90 Days- 179
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 7000 FT MSL, THE 1ST OFFICER WAS TRIMMING THE RUDDER, USING THE ROTARY SWITCH ON THE CENTER CONSOLE, WHEN HE FELT A "SNAP" INSIDE THE SWITCH. AFTER THAT, THE SWITCH WOULD ROTATE FREELY BETWEEN THE STOPS. THE ACFT BEGAN YAWING LEFT & RIGHT UNTIL THE CREW PULLED THE APPROPRIATE CIRCUIT BREAKER TO DISABLE THE RUDDER TRIM. SUBSEQUENTLY, THEY LANDED WITH FULL RIGHT RUDDER TRIM. AN EXAM REVEALED THAT A CENTERING SPRING, P/N 42M4231137, WHICH LOADS THE SWITCH TO THE NEUTRAL/OFF POSITION HAD FAILED AT A FATIGUE CRACK.

Brief of Incident (Continued)

File No. - 5028

5/15/84

BATTLE CREEK, MI

A/C Reg. No. N708ZW

Time (Lc1) - 1410 EDT

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

Finding(s)

1. FLT CONTROL SYST, RUDDER TAB CONTROL (TRIM) - FATIGUE

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5109 6/13/84 PONTIAC, MI A/C Reg. No. N2GL Time (Lcl) - 1120 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-EXECUTIVE/CORPORATE	NONE	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Incident Occurred During	-DESCENT	NONE	Pass 0	0	0	7

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

Make/Model	- FAIRCHILD SA-227-TT	Eng Make/Model	- AIRESEARCH TPE 331	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13230	Engine Type	- TURBOPROP		
No. of Seats	- 10	Rated Power	- 900 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT</p> <p>Lowest Ceiling - 12000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point JANESVILLE, WI</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - UNK/NR</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>ATP</p> <p>ME LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5000</p> <p>Make/Model- 2000</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW NOTICED A "NOSE UP" PITCH CHANGE DURING DESCENT AT ABOUT THE TIME THEY WERE LEVELING TO SLOW FOR THE ARPT PATTERN & TRAFFIC. THE PLT REPORTED THAT FULL FORWARD YOKE PRESSURE WAS REQUIRED TO STOP THE NOSE UP CONDITION. THE ACFT WAS LANDED WITHOUT FURTHER INCIDENT. AN INVESTIGATION REVEALED THAT THE OCCURRENCE WAS CAUSED BY A WORN HORIZONTAL STABILIZER TRIM ACTUATOR, P/N DL5040M2-4.

Brief of Incident (Continued)

File No. - 5109

6/13/84

PONTIAC,MI

A/C Reg. No. N2GL

Time (Lc1) - 1120 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLT CONTROL SYST,HORIZ STAB DRIVE - WORN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5036 5/17/84 MINNEAPOLIS,MN A/C Reg. No. N150US Time (Lcl) - 1445 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries			
Name of Carrier	-NORTHWEST ORIENT AIRLINES	MINOR		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	0	3
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Pass	0	0	0	236
Incident Occurred During	-CLIMB						

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

Make/Model	- MCDONNELL-DOUGLAS DC-10-40	Eng Make/Model	- P&W JT9D-20	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 555000	Engine Type	- TURBOFAN		
No. of Seats	- 284	Rated Power	- 4350 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BOSTON,MA	Runway Ident - N/A
Wind Dir/Speed- 210/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 7500 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 7500 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- BLOWING SNOW		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 0	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16966
ME LAND	Months Since - UNK/NR	Make/Model- 498
	Aircraft Type - DC-10	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-----

DURING CLIMB FROM FL330 TO FL370 THE 1ST OFFICER SAW SPARKS AND SMOKE COMING FROM THE LEFT SIDE PANEL UNDER HIS GLARE SHIELD. COCKPIT LIGHTS WERE TURNED OFF AND SMOKE STOPPED. FLT RETURNED TO MINNEAPOLIS AND LANDED WITHOUT INCIDENT. INSPECTION OF THE ACFT DISCLOSED THE FIRE WAS IN A WIRE BUNDLE LOCATED BTW CENTER OF INSTRUMENT PANEL AND THE FLORESCENT LIGHT UNDERNEATH THE 1ST OFFICER'S GLARE SHIELD. THE WIRE BUNDLE (REINSTALLED 4 DAYS BEFORE) WAS STRETCHED TIGHTLY ACROSS THE LEFT END OF THE FLORESCENT LIGHT AND WAS FORCED TO TURN AN ABRUPT ANGLE ACROSS A SHARP METAL EDGE ON THE LIGHT. INSULATION AND FABRIC SLEEVE AROUND THE WIRES WAS BURNED LEAVING THE WIRES EXPOSED. TESTING OF THE CIRCUIT BREAKERS DID NOT DETERMINE WHY THEY FAILED TO OPEN.

Brief of Incident (Continued)

File No. - 5036

5/17/84

MINNEAPOLIS, MN

A/C Reg. No. N150US

Time (Lc1) - 1445 CDT

Occurrence FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - CHAFED
2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. ELECTRICAL SYSTEM, ELECTRIC WIRING - ARCING
4. ELECTRICAL SYSTEM, ELECTRIC WIRING - SMOKE
5. ELECTRICAL SYSTEM, ELECTRIC WIRING - OVERTEMPERATURE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5112 7/25/84 MINNEAPOLIS, MN A/C Reg. No. N721RW Time (Lcl) - 1450 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-REPUBLIC AIRLINES	NONE		Fatal	0	Injuries	
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire		Serious	0	Minor	0
Flight Conducted Under	-14 CFR 121	NONE		Pass	0		7
Incident Occurred During	-TAKEOFF						120

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

Make/Model	- BOEING 727-2M7	Eng Make/Model	- P&W JT8D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 131	Rated Power	- 15000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	MINNEAPOLIS, MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAN FRANCISCO, CA	Runway Ident - N/A
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW REPORTED THAT THEY NOTICED A DECREASE IN CLIMB RATE WHILE OVER RAPID CITY, SD, EN ROUTE FROM MSP TO SFO AT FLT LEVEL 310. THE PLT NOTED FUEL BURN WAS APRX 1400 LBS AHEAD OF SCHEDULE. IN-FLT INSPECTION REVEALED THAT THE INBOARD TRAILING EDGE FLAPS HAD FAILED TO RETRACT PROPERLY AFTER TAKEOFF AND REMAINED IN A 7 DEG DOWN POSITION. THE FLT RETURNED TO MINNEAPOLIS AND LANDED AT 1540 CDT (APRX 50 MINS AFTER THE INCIDENT). A POST FLT INSPECTION DISCLOSED THAT THE INBOARD FLAP CONTROL VALVE HAD FAILED. THE FLT CREW SAID THAT THIS MALFUNCTION HAD OCCURRED ON A PREVIOUS FLT AND HAD BEEN REPORTED. THE FLAPS HAD GROUND CHECKED OK BOTH ON THIS & THE PREVIOUS OCCASION. THIS REPORTED FAILURE WAS CORRECTED BY REPUBLIC AIRLINES MAINTENANCE BY REPLACEMENT OF A FLAP CONTROL VALVE AND INSPECTION OF THE RIGGING IN ACCORDANCE WITH BOEING MAINTENANCE MANUAL 27-51-51, AFTER THIS INCIDENT.

Brief of Incident (Continued)

File No. - 5112

7/25/84

MINNEAPOLIS, MN

A/C Reg. No. N721RW

Time (Lc1) - 1450 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CLIMB

Finding(s)

1. FLT CONTROL SYST, WING FLAP CONTROL - PREVIOUS DAMAGE
 2. FLT CONTROL SYST, WING FLAP CONTROL - FAILURE, PARTIAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6004 1/09/84 ST. LOUIS,MO A/C Reg. No. CGSCA Time (Lcl) - 2232 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
ON GROUND

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

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

Make/Model - DOUGLAS DC-3C
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 25200
No. of Seats - 24

Eng Make/Model - P & W R-1830
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1025 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC
Wind Dir/Speed- 340/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1400 FT
Lowest Ceiling - 1400 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
TORONTO,CD

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAMBERT-ST.LOUIS
Runway Ident - 24
Runway Lth/Wid - 7600/ 150
Runway Surface - CONCRETE
Runway Status - N/A

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - DC-3C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000 Last 24 Hr's - 5
Make/Model- 1350 Last 30 Days- 65
Instrument- UNK/NR Last 90 Days- 200
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING, THE PLT-IN-COMMAND (PIC) PLACED A REFUELING ORDER TO FILL THE ACFT'S TWO 210 GAL MAIN TANKS FOR A RETURN FLT TO TORONTO, ONTARIO, CANADA. AFTER THE CARGO WAS UNLOADED & THE ACFT WAS REFUELED, THE AIRCREW ABORTED THE 1ST 2 ATTEMPTS TO TAKEOFF DUE TO SLOW ACFT PERFORMANCE. ENG RUN-UPS WERE PERFORMED AFTER EACH ABORT & REPORTEDLY, THE ENGS CHECKED NORMAL. AFTER THE 2ND ABORTED TAKEOFF, THE AIRCREW CALLED THE FBO & REQUESTED THAT THE REFUELER BE ASKED WHAT TYPE OF FUEL WAS ADDED. THE RESPONSE WAS "100LL AVGAS." ON THE 3RD ATTEMPT TO DEPART, THE ACFT TOOK OFF, BUT BOTH ENGS LOST POWER AS THE LANJING GEAR WAS RETRACTED. THE AIRCREW SELECTED A HIGHWAY ON WHICH TO LAND. HOWEVER, THE LEFT WING HIT A UTILITY POLE, THEN THE ACFT WENT THRU A FENCE & HIT A HIGHWAY EMBANKMENT. INVESTIGATION REVEALED THAT JET-A FUEL HAD BEEN ADDED TO THE ACFT RATHER THAN 100LL FUEL. THE TRUCK CONTAINING JET-A FUEL LOOKED SIMILAR TO THE ONE WITH 100LL AVGAS, BUT WAS PROPERLY DESIGNATED WITH FUEL GRADE MARKINGS.

Brief of Accident/Incident (Continued)

File No. - 6004

1/09/84

ST. LOUIS, MO

A/C Reg. No. CGSCA

Time (Lc1) - 2232 CST

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

Finding(s)

1. FLUID, FUEL - IMPROPER
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL
3. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - UTILITY POLE

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

Finding(s)

5. OBJECT - FENCE

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

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

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

Factor(s) relating to this incident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5018 3/20/84 KANSAS CITY, MO A/C Reg. No. N88706 Time (Lcl) - 1120 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier	-CONTINENTAL AIRLINES, INC	MINOR				
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor
Incident Occurred During	-TAXI		Other	0	1	None
						7
						0
						70
						0

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

Make/Model	- BOEING 727-224	Eng Make/Model	- P&W JT8D-9A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOJET		
No. of Seats	- UNK/NR	Rated Power	- 14500 LBS THRUST		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT
Method	- UNK/NR	SAME AS ACC/INC	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	DENVER, CO	INTERNATIONAL
Wind Dir/Speed	- 280/013 KTS		Runway Ident
Visibility	- 7.0 SM	ATC/Airspace	- UNK/NR
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Flight Plan	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 7726	Last 24 Hrs - 2
ME LAND	Months Since - UNK/NR	Make/Model - 3388	Last 30 Days - 73
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 197
		Multi-Eng - 5831	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO RWY 01 FOR TAKEOFF, THE PLT NOTICED A SNOW REMOVAL VEHICLE OPERATING IN REVERSE, APPROACHING HIS ACFT. HE TRIED TO MANEUVER TO THE RT TO AVOID A COLLISION BUT THE SNOW REMOVAL VEHICLE STRUCK THE LEADING EDGE OF THE LT WING. THE DRIVER OF THE SNOW REMOVAL VEHICLE STATED THERE WAS CONDENSATION ON THE WINDOWS OF THE CAB AT THE TIME OF THE ACCIDENT.

Brief of Incident (Continued)

File No. - 5018

3/20/84

KANSAS CITY, MO

A/C Reg. No. N88706

Time (Lc1) - 1120 CST

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

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
3. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5106

6/27/84

JOPLIN, MO

A/C Reg. No. N233AM

Time (Lcl) - 0732 CDT

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

Type Operating Certificate-COMMUTER

Name of Carrier -AIR MIDWEST (AMWA)

Type of Operation -SCHEDULED, DOMESTIC, PASSENGER

Flight Conducted Under -14 CFR 135

Incident Occurred During -CRUISE

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

Minor

0

0

None

2

13

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

Make/Model - SWEARINGEN SA226TC

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 12500

No. of Seats - 19

Eng Make/Model - AIRESEARCH TPE 331-3UW

Number Engines - 2

Engine Type - TURBOPROP

Rated Power - 940 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 070/011 KTS

Visibility - 15.0 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

TULSA, OK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

JOPLIN MUNI

Runway Ident - 31

Runway Lth/Wid - 6503/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - SA226

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4000

Make/Model- 3000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO TAKEOFF & ON THE TAKEOFF ROLL, THE LEFT BRAKE OVERHEATED. TEN TO FIFTEEN MINS AFTER DEPARTURE BOTH TIRES ON THE LEFT MAIN LANDING GEAR EXPLODED. THE BEARINGS AND BRAKES ALSO SEIZED DUE TO THE HIGH TEMPERATURES. UPON ARRIVAL AT THE DEST, THE NORMAL GEAR EXTENSION SYSTEM WAS INOPERATIVE AND THE EMERGENCY EXTENSION SYSTEM WAS UTILIZED. NO FURTHER DAMAGE WAS INCURRED DURING THE LANDING. INVESTIGATORS DISCOVERED A STICKING VALVE IN THE LEFT PARKING BRAKE. MAINTENANCE RECORDS REVEALED THAT ON JUNE 19 AND 22, DIFFICULTY WAS REPORTED IN RELEASING THE PARKING BRAKES; MAINTENANCE PERSONNEL COULD NOT DUPLICATE THE DISCREPANCY AND RETURNED THE ACFT TO SERVICE.

Brief of Incident (Continued).

File No. - 5106

6/27/84

JOPLIN,MO

A/C Reg. No. N233AM

Time (Lc1) - 0732 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
 2. PARKING BRAKES - NOT SELECTED -
 3. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
 4. LANDING GEAR,NORMAL BRAKE SYSTEM - OVERTEMPERATURE
-

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

Finding(s)

5. LANDING GEAR,TIRE - BURST
 6. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED
 7. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - ENGAGED
 8. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5038 7/17/84 COLUMBIA, MO A/C Reg. No. N492DM Time (Lcl) - 2140 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -ASTRO AIRWAYS CORP.	MINOR	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	0
Incident Occurred During -APPROACH					

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

Make/Model - BEECH C-45H	Eng Make/Model - P&W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 8625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	OMAHA, NE	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	REGIONAL
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4700
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 600
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 45
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS UNABLE TO GET A DOWN & LOCKED INDICATION ON THE MAIN LANDING GEAR WHEN ARRIVING AT COLUMBIA. HE STATED THAT HE WENT THRU THE EMERGENCY PROCEDURES & MADE TWO LANDING ATTEMPTS BUT FELT THE GEAR WAS ABOUT TO COLLAPSE & MADE GO-AROUNDS. ON THE THIRD ATTEMPT THE NOSE & MAIN LANDING GEAR COLLAPSED. INVESTIGATION FAILED TO REVEAL THE POINT OF INITIAL FAILURE.

Brief of Incident (Continued)

File No. - 5038

7/17/84

COLUMBIA,MO

A/C Reg. No. N492DM

Time (Lc1) - 2140 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR - UNDETERMINED
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5054

3/30/84

CLAYTON, NC

A/C Reg. No. N4999S

Time (Lcl) - 1545 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CAROLINA FLYING SERVICE	MINOR		Fatal		Injuries		
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire		0	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	0	1
Incident Occurred During	-LANDING		Pass	0	0	0	0	2

-----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	- 2600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	MT. OLIVE, NC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	RALEIGH, NC		JOHNSTON CO.	
Wind Dir/Speed	- 290/014 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3430	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 3	Make/Model - 1061	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 414	Last 90 Days - 151
		Multi-Eng - 13	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE PLT & A PASSENGER NOTED A LOSS OF ENG POWER ACCOMPANIED BY A METALLIC SOUND. SUBSEQUENTLY, A WHEELS-UP FORCED LANDING WAS MADE IN A PLOWED FIELD. AN ENG TEARDOWN REVEALED THAT THE CRANKSHAFT, P/N 54297-1, HAD FAILED FROM FATIGUE. A METALLURGICAL EXAM REVEALED THAT THE FATIGUE CRACK ORIGINATED AT A MACHINE GROOVE NORMALLY ASSOCIATED WITH OVERHAUL OF THE CRANKSHAFT. THE CRANKSHAFT HAD 130 FLT HRS SINCE IT HAD BEEN RECONDITIONED BY AN FAA APPROVED REPAIR STATION.

Brief of Incident (Continued)

File No. - 5054

3/30/84

CLAYTON, NC

A/C Reg. No. N4999S

Time (Lc1) - 1545 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - PREVIOUS DAMAGE
 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
 3. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5046

8/18/84

GASTONIA, NC

A/C Reg. No. N50319

Time (Lcl) - 1825 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

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

Incident Occurred During -LANDING

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

Make/Model - CESSNA 150H

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - UNK/NR

Wind Dir/Speed- 140/004 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VILLA RICA, GA

Destination

CHARLOTTE, NC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 63

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2400

Make/Model- 1050

Instrument- 30

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT REACHED CHARLOTTE, NC, AND DISCOVERED HE COULD NOT TRANSMIT ON THE ACFT RADIO. PLT DIVERTED TO GASOTNIA, NC, BUT COULD NOT LOCATE THE ARPT BECAUSE OF LOWERING VISIBILITY. PLT FLEW AROUND FOR A FEW MINUTES LOOKING FOR IDENTIFIABLE LANDMARKS. PRECAUTIONARY LANDING WAS PERFORMED IN A FIELD BECAUSE OF A LOW FUEL STATE. THE AFT TIEDOWN RING WAS DAMAGED AFTER CONTACTING THE GROUND DURING LANDING.

Brief of Incident (Continued)

File No. - 5046

8/18/84

GASTONIA, NC

A/C Reg. No. N50319

Time (Lc1) - 1825 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - HAZE
 4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5039 6/29/84 GRAND ISLAND, NE A/C Reg. No. N1014P Time (Lcl) - 1637 CDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-PIONEER AIRWAYS, INC. (PIOA	MINOR		Fatal		Series	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	3
Incident Occurred During	-TAKEOFF							

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

Make/Model	- SWEARINGEN SA227-AC	Eng Make/Model	- GARRETT TPE 331	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 1000 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	GRAND ISLAND, NE			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	KEARNEY, NE		HALL COUNTY REGINAL	
Wind Dir/Speed	- 130/012 KTS	ATC/Airspace		Runway Ident	- 17
Visibility	- 15.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 7001/ 150
Lowest Sky/Clouds	- 30000 FT THIN BKN	Type of Clearance	- IFR	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 - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2470	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 2	Make/Model - 1830	Last 30 Days - UNK/NR
	Aircraft Type - SA227AC	Instrument - 438	Last 90 Days - 295
		Multi-Eng - 1845	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT STARTED THE RT ENG AT THE GATE & THE LT ENG WHILE TAXIING FOR TAKEOFF. AT THIS TIME THE F/O WAS BRIEFING THE PASSENGERS ON TAKEOFF, & EN ROUTE PROCEDURES. THE F/O THEN INITIATED THE TAKEOFF ROLL & THE ACFT PROCEEDED TO THE LT, STRIKING A RWY LIGHT. DURING THE INVESTIGATION THE LT PROPELLER WAS FOUND ON THE START LOCKS.

Brief of Incident (Continued)

File No. - 5039

6/29/84

GRAND ISLAND, NE

A/C Reg. No. N1014P

Time (Lc1) - 1637 CDT

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

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. PROPELLER SYSTEM/ACCESSORIES - LOCKED
 3. CHECKLIST - NOT FOLLOWED -
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
-

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

Finding(s)

5. OBJECT - RUNWAY LIGHT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5062 1/02/84 TETERBORO, NJ A/C Reg. No. N322CS Time (Lcl) - 0147 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -BUSINESS JET AIRLINE (BJA	MINOR	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	3
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	3
Incident Occurred During -LANDING					

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

Make/Model - LOCKHEED 1329-25	Eng Make/Model - AIRESEARCH TFE-731-31F	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 44750	Engine Type - TURBOFAN	
No. of Seats - 11	Rated Power - 3700 LBS THRUST	

-----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- 060/006 KTS</p> <p>Visibility - 11.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT</p> <p>Lowest Ceiling - 4000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point CHICAGO, IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VISUAL</p> <p>STRAIGHT-IN</p> <p>FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data TETERBORO</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 6013/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - 1329</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 10600</td> <td>Last 24 Hrs - 9</td> </tr> <tr> <td>Make/Model- 225</td> <td>Last 30 Days- 40</td> </tr> <tr> <td>Instrument- 1000</td> <td>Last 90 Days- 120</td> </tr> <tr> <td>Multi-Eng - 9400</td> <td>Rotorcraft - 20</td> </tr> </table>	Total - 10600	Last 24 Hrs - 9	Make/Model- 225	Last 30 Days- 40	Instrument- 1000	Last 90 Days- 120	Multi-Eng - 9400	Rotorcraft - 20
Total - 10600	Last 24 Hrs - 9									
Make/Model- 225	Last 30 Days- 40									
Instrument- 1000	Last 90 Days- 120									
Multi-Eng - 9400	Rotorcraft - 20									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N322CS LANDED WITH THE LEFT MAIN LANDING GEAR PARTIALLY EXTENDED AFTER EMERGENCY GEAR EXTENSION PROCEDURES FAILED. INVESTIGATION REVEALED THE LEFT ACTUATOR COVER DOOR & STRUT COVER DOORS JAMMED WHERE THE TWO PASS IN CLOSE PROXIMITY DURING THE GEAR EXTENSION SEQUENCE. THE FAILURE MODE THAT CAUSED THE JAM WAS NOT DETERMINED.

Brief of Incident (Continued)

File No. - 5062

1/02/84

TETERBORO,NJ

A/C Reg. No. N322CS

Time (Lc1) - 0147 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. DOOR, LANDING GEAR - JAMMED

2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5025 5/17/84 DULCE,NM A/C Reg. No. N756SS Time (Lcl) - 1510 MDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-FOUR CORNERS AVIATION; IN	MINOR		Fatal	0	0	0	1
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	0	5
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	5
Incident Occurred During	-TAKEOFF							

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

Make/Model	- CESSNA U206G	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	DULCE,NM			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	FARMINGTON,NM		DULCE	
Wind Dir/Speed	- 310/010 KTS	ATC/Airspace		Runway Ident	- 33
Visibility	- 50.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 5000/ 40
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- VALLEY/TERRAIN FOLLOWING	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 4984	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 4	Make/Model- 1500	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 210
		Multi-Eng - 1151	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ARPT WAS IN A VALLEY SURROUNDED BY MOUNTAINS & THE ELEVATION WAS ABOUT 6800 FT. WITH THE WIND OUT OF THE NORTHWEST, RWY 33 WAS THE MOST FAVORABLE FOR THE TAKEOFF. THERE WAS A RIDGE ABOUT 1/2 MI NORTH OF THE ARPT MAKING IT NECESSARY TO TURN EAST & FLY OUT OF THE VALLEY ALONG A ROAD. ALSO, THE TEMP WAS ESTIMATED TO BE 70 DEG. THE ACFT WAS REFUELED TO THE MIN FUEL LOAD FOR THE TRIP. THE PLT STATED THAT AFTER TAKEOFF, HE TURNED TO THE EAST, THEN ENCOUNTERED DOWNDRAFTS & TURBULENCE & COULD NOT CLIMB. SUBSEQUENTLY, THE ACFT HIT POWER LINES, BUT CONTINUED FLYING & WAS LANDED WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5025

5/17/84

DULCE,NM

A/C Reg. No. N756SS

Time (Lc1) - 1510 MDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. WEATHER CONDITION - DOWNDRAFT
6. PROPER CLIMB RATE - NOT POSSIBLE -

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

Finding(s)

7. OBJECT - WIRE,TRANSMISSION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5056 5/24/84 ALBUQUERQUE,NM A/C Reg. No. N237AM Time (Lcl) - 0800 MDT

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-AIR MIDWEST AIRLINES, INC	MINOR					
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire					
Flight Conducted Under	-14 CFR 135	NONE					
Incident Occurred During	-APPROACH						

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	17

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

Make/Model	- SWEARINGEN SA226TC	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10062	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 940 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		ON AIRPORT	
Method	- ACFT RADIO	ROSWELL,NM			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	ALBUQUERQUE,NM		ALBUQUERQUE INT'L ARPT.	
Wind Dir/Speed	- 190/007 KTS			Runway Ident	- 35
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- 8993/ 200
Lowest Sky/Clouds	- 25000 FT	Type of Flight Plan	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT OVERCAST	Type of Clearance	- VFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- UNK/NR		FULL STOP		
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	Current - YES	Total	- 6870
SE LAND,ME LAND	Months Since - 3	Make/Model	- 4300
	Aircraft Type - SA-227	Instrument	- 430
		Multi-Eng	- 5190
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 245

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN GEAR WAS LOWERED FOR LANDING RT MAIN GEAR WOULD NOT EXTEND ALTHOUGH PERSONS ON THE GROUND STATED THE GEAR DOORS APPEARED OPEN. REMEDIAL ACTION BY THE FLT CREW DID NOT RECTIFY THE SITUATION AND A GEAR UP LANDING WAS PERFORMED. WHEN ACFT WAS RAISED FROM RWY AND RT MAIN GEAR DOORS FORCED OPEN, A MECHANICS TOOL, CALLED AN AWL, FELL OUT OF WHEEL WELL. EXAMINATION OF MARKS ON THE AWL AND IN THE WHEEL WELL INDICATED THE AWL BECAME LODGED BTW THE KEELSON WEB AND THE DOOR HINGE. THIS WOULD HAVE BLOCKED THE DOORS FROM OPENING PAST THE HALF WAY POSITION THUS PREVENTING GEAR EXTENSION. A MECHANIC HAD PERFORMED A ROUTINE GEAR INSPECTION USING AN AWL TO ALIGN SOME SCREW HOLES ON THE EVENING PRECEEDING THE INCIDENT.

Brief of Incident (Continued)

File No. - 5056

5/24/84

ALBUQUERQUE,NM

A/C Reg. No. N237AM

Time (Lc1) - 0800 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. DOOR, LANDING GEAR - FOREIGN OBJECT
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - COMPANY MAINTENANCE PSNL
4. DOOR, LANDING GEAR - JAMMED
5. GEAR EXTENSION - NOT POSSIBLE -

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

Finding(s)

6. WHEELS UP LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5094 10/17/84 LAS VEGAS,NV A/C Reg. No. N722AA Time (Lcl) - 0654 PDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES, INC.	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	7
Incident Occurred During	-CLIMB		Pass	0	0	0	23

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

Make/Model	- BOEING 727-227	Eng Make/Model	- P&W JT8D-9	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 135400	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- 14500 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- IN PERSON		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 230/022 KTS	Runway Lth/Wid	- N/A
Visibility	- 50.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- 9000 FT SCATTERED	Runway Status	- N/A
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total	- UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model	- UNK/NR
	Aircraft Type - 727	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-----

AN UNCOMMANDED DEPLOYMENT OF THE #8 LEADING EDGE SLAT OCCURRED DURING A CLIMB. CONTROL OF THE ACFT WAS NOT AFFECTED & THE FLT CONTINUED TO THE DESTINATION. THE CREW ATTEMPT TO RECYCLE THE SLATS, BUT TO NO AVAIL. AN EXAM OF THE #8 SLAT ACTUATOR DID NOT DISCLOSE A MALFUNCTION OR FAILURE. HOWEVER, BOEING DID REPORT THE ACTUATOR RETRACT LOCK SWITCH DISPLAYED EVIDENCE OF AN INTERMITTENT MALFUNCTION THAT COULD HAVE FALSELY INDICATED THAT THE ACTUATOR WAS RETRACTED, WHEN IN REALITY IT HAD NOT.

Brief of Incident (Continued)

File No. - 5094

10/17/84

LAS VEGAS,NV

A/C Reg. No. N722AA

Time (Lc1) - 0654 PDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC SWITCH - ERRATIC
2. FLIGHT CONTROL,SLAT - DEPLOYED INADVERTENTLY

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6011 1/18/84 JAMAICA,NY A/C Reg. No. DABYO Time (Lcl) - 1701 EST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -LUFTHANSA AIRLINES	NONE	Fatal	0	0	0
Type of Operation -SCHEDULED,INTL,CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 129	NONE	Pass	0	0	0
Acc/Inc Occurred During -TAKEOFF		Other	0	1	3
					0

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

Make/Model - BOEING 747-230	Eng Make/Model - GE CF6-50E2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 710000	Engine Type - TURBOFAN	
No. of Seats - UNK/NR	Rated Power - 52500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FRANKFURT,GERM.	JOHN F. KENNEDY INT'L
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Ident - 31L
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 14572/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - SNOW
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - SNOW - CRUSTED
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 13977
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - 747	Make/Model- 1034
		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-----

AT THE TIME OF THE INCIDENT, RWY 31L WAS THE ONLY ACTIVE RWY. APRX 9 SNOW REMOVAL VEHICLES WERE BEING USED TO REMOVE SNOW FROM RWY 4L/22R. THE VEHICLE DRIVERS WERE INSTRUCTED TO HOLD SHORT OF RWY 31L, THEN BOEING 747, D-ABYO, WAS CLEARED FOR TAKEOFF. THE PLT BEGAN HIS TAKEOFF, BUT NOTED THAT A CAR WAS APPROACHING THE RWY. HE INITIATED AN ABORTED TAKEOFF. THE DRIVER OF THE CAR THOUGHT RWY 31L WAS CLOSED. BEFORE ENTERING THE RWY, HE SAW THE ACFT & APPLIED BRAKES, BUT THE CAR SLID ONTO THE RWY. THE ACFT & CAR DID NOT COLLIDE, BUT JET EXHAUST FROM THE ACFT OVERTURNED THE CAR & INJURED THE OCCUPANTS.

Brief of Accident/Incident (Continued)

File No. - 6011

1/18/84

JAMAICA,NY

A/C Reg. No. DABYO

Time (Lcl) - 1701 EST

Occurrence PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. OBJECT - VEHICLE
 3. INSTRUCTIONS,WRITTEN/VERBAL - NOT UNDERSTOOD - DRIVER OF VEHICLE
 4. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6012 2/28/84 JAMAICA,NY A/C Reg. No. LNRKB Time (Lcl) - 1616 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage			Injuries		
Name of Carrier	-SCANDINAVIAN AIRLINES	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew	0	0	3	11
Flight Conducted Under	-14 CFR 129	ON GROUND	Pass	0	1	8	154
Acc/Inc Occurred During	-LANDING						

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

Make/Model	- MCDONNELL DOUGLAS DC-10-30	Eng Make/Model	- GE CF6-50-C	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- UNK/NR
Max Gross Wt	- 555000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 39300 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	OSLO, NORWAY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	JOHN F KENNEDY INTL
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - 04R
Visibility - .750 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - ILS-COMplete	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 18000
SE LAND,ME LAND	Months Since - 1	Make/Model- 2500
	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-----

DURING AN ILS APCH TO RWY 4R WITH A TAILWIND, THE ACFT (SCANDINAVIAN FLT 901) WAS BEING FLOWN BY THE COPLT. THE ACFT WAS FAST ON FINAL APCH & WAS LANDED APRX 4700 FT BEYOND THE APCH END OF THE RWY AT 36 KTS ABOVE THE PROGRAMMED TOUCHDOWN SPEED. THE AIRCREW MEMBERS WERE UNABLE TO STOP ON THE REMAINING 3700 FT OF RWY. THE CAPT STEERED THE ACFT TO THE RGT OF THE RWY CENTERLINE TO AVOID A HEAD-ON COLLISION WITH THE APCH LGT PIER AT THE DEPT END. THE LEFT WING HIT THE PIER & THE ACFT CAME TO REST IN A TIDAL WATERWAY. THE OCCUPANTS WERE EVACUATED WITH ONLY MINOR INJURIES TO SOME, BUT 1 PAX WITH A CARDIAC CONDITION WAS HOSPITALIZED FOR OVER 48 HRS. A SMALL FIRE WAS CONFINED TO SOME ELECTRIC WIRING & SELF EXTINGUISHED ALMOST IMMEDIATELY. AN INVESTIGATION REVEALED THAT THE AUTOTHROTTLE HAD MALFUNCTIONED DURING THE OCCURRENCE. THERE WAS EVIDENCE THAT THRUST HAD INCREASED ON FINAL APCH WHEN IT WAS NOT NEEDED. ALSO, THE CREW DID NOT USE THE AIRSPEED "BUGS" & CALLOUTS DURING THE APCH. THE AUTOTHROTTLE HAD A HISTORY OF MALFUNCTIONS.

Brief of Accident/Incident (Continued)

File No. - 6012

2/28/84

JAMAICA, NY

A/C Reg. No. LNRKB

Time (Lcl) - 1616 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PROCEDURES/DIRECTIVES - DISREGARDED -
3. AUTOPILOT/FLIGHT DIRECTOR, AUTO THROTTLE - ERRATIC
4. THROTTLE/POWER CONTROL - NOT CORRECTED - COPILOT
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - COPILOT
6. AIRSPEED - EXCESSIVE - COPILOT
7. AIRSPEED(VREF) - EXCEEDED -
8. SUPERVISION - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
10. GO-AROUND - NOT PERFORMED -

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

Finding(s)

11. OBJECT - APPROACH LIGHT/NAVAID

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 2,4,5,8,9,10

Factor(s) relating to this incident is/are finding(s) 1,3,6,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5086 6/02/84 FLUSHING, NY A/C Reg. No. N855TW Time (Lcl) - 0654 EDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -TRANS WORLD AIRLINES, INC	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	7
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	59
Incident Occurred During -TAKEOFF					

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

Make/Model - BOEING 727-31	Eng Make/Model - P&W UNK	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 161000	Engine Type - TURBOFAN	
No. of Seats - 119	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ST. LOUIS, MO	JFK INT'L
Wind Dir/Speed- 330/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, FLT ENG	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF FLT ATTENDANT REPORTED AFT AIRSTAIR PARTIALLY OPEN. FLT ENGINEER CHECKED & CONFIRMED AIRSTAIR OPEN APRX 18 INCHES. REMEDIAL ACTION PERFORMED TO NO AVAIL. UNSCHEDULED LANDING PERFORMED WITHOUT INCIDENT. AS ACFT TURNED ONTO TAXIWAY AIRSTAIR CONTACTED GROUND. INVESTIGATION DISCLOSED, PRIOR TO DEPT MAINTENANCE SUPERVISOR PLACARDED AFT AIRSTAIR WARNING LIGHTS IN THE COCKPIT "INOPERATIVE." SUPERVISOR THEN MADE LOGBOOK ENTRY "AIRSTAIRS CHECKED UP AND LOCKED." INSPECTION REVEALED PLUNGER ON AFT AIRSTAIR BUNGEE ASS'Y WAS BOUND INSIDE ITS HOUSING DUE TO CORROSION & DIRT INSIDE THE BUSHING THROUGH WHICH PLUNGER SLIDES. MAINTENANCE MIN EQUIP & DISPATCH PROC WHICH WAS PERFORMED WAS TO VERIFY UPLATCH MECHANISM ENGAGED WITH UPLOCK ROLLERS ON AIRSTAIR. A NON-VALID TWA ACFT MAINTENANCE BULLETIN STATED THE ABOVE PROCESS DOES NOT ENSURE THE UPLATCH MECHANISM IS LOCKED AND THAT THE SOFT SURFACES MUST BE IN CONTACT TO VERIFY THE CRANK ARMS ARE LOCKED OVER-CENTER.

Brief of Incident (Continued)

File No. - 5086

6/02/84

FLUSHING, NY

A/C Reg. No. N855TW

Time (Lc1) - 0654 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

1. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
 2. DOOR, ENTRANCE STAIR - CORRODED
 3. DOOR, ENTRANCE STAIR - BINDING (MECHANICAL)
 4. DOOR, ENTRANCE STAIR - OPEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5110 7/26/84 BUFFALO, NY A/C Reg. No. N518PE Time (Lcl) - 1658 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-PEOPLE EXPRESS AIRLINES	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	7
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	98
Incident Occurred During	-APPROACH						

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

Make/Model	- BOEING 727-232	Eng Make/Model	- P&W JT8D-15	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 210000	Engine Type	- TURBOFAN		
No. of Seats	- 154	Rated Power	- 13750 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- ACFT RADIO	NEWARK, NJ			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	BUFFALO, NY		Runway Ident	- N/A
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4500	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 2	Make/Model - 100	Last 30 Days - UNK/NR
	Aircraft Type - 727-232	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE DEPARTURE FROM NEWARK, NJ, THE AIRCREW NOTED A VIBRATION WHICH CEASED AFTER THE GEAR WAS RETRACTED. THE CREW SUSPECTED THAT A TIRE WAS OUT-OF-ROUND OR A GEAR DOOR WAS VIBRATING & CONTINUED THE FLT. DURING THE APCH TO BUFFALO, NY, THE VIBRATION OCCURRED AGAIN WHEN THE LANDING GEAR WAS EXTENDED, BUT CEASED ON FINAL APCH. THE APCH & LANDING WERE CONTINUED WITHOUT FURTHER INCIDENT. AFTER LANDING, AN EXAM OF THE ACFT, GEAR & GEAR DOORS REVEALED NO REASON FOR THE VIBRATION. HOWEVER, DURING THE FLT, A PIECE OF THE LEFT TRAILING EDGE FLAP HAD SEPARATED. IT HAD SEPARATED ON FINAL APCH & HAD HIT A PARKED CAR CAUSING MINOR DAMAGE. THERE WAS EVIDENCE OF IMPROPER SURFACE PREPARATION & BONDING DURING A PREVIOUS REPAIR OF THE FLAP.

Brief of Incident (Continued)

File No. - 5110

7/26/84

BUFFALO, NY

A/C Reg. No. N518PE

Time (Lc1) - 1658 EDT

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

Finding(s)

1. FLIGHT CONTROL, FLAP - FAILURE, PARTIAL
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. FLIGHT CONTROL, FLAP - VIBRATION
4. FLIGHT CONTROL, FLAP - FAILURE, TOTAL
5. FLIGHT CONTROL, FLAP - SEPARATION

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5114 12/12/84 JAMAICA, NY A/C Reg. No. N117AA Time (Lc1) - 1617 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-AMERICAN AIRLINES INC.	MINOR		Fatal		Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	13
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	176
Incident Occurred During	-TAXI							

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

Make/Model	- MCDONNELL DOUGLAS DC-10-10	Eng Make/Model	- GE CF6-6K	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 440000	Engine Type	- TURBOFAN		
No. of Seats	- 345	Rated Power	- 39300 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- UNK/NR	LOS ANGELES, CA		JOHN F. KENNEDY INT'L	
Wind Dir/Speed	- UNK/NR			Runway Ident	- UNK/NR
Visibility	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- UNK/NR	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- NONE		
Precipitation	- UNK/NR				
Condition of Light	- UNK/NR				

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - UNK/NR	Total - 23935	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 1680	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI FOR DEPARTURE, ACFT EXPERIENCED SEVERAL JOLTS TO THE RIGHT. CAPT STOPPED ACFT AND REQUESTED GRND PERSONNEL TO INSPECT LANDING GEAR. INSPECTION REVEALED RT MAIN GEAR TRUCK BEAM FAILED. METALLURGICAL INSPECTION OF TRUCK BEAM ASS'Y CONCLUDED THE FAILURE WAS CAUSED BY STRESS CORROSION. MANUFACTURER REVISED SERVICE BULLETIN, A32-127, ON 5/9/85 TO ADDRESS STRESS CORROSION IN AREA WHERE THE FAILURE OCCURRED AND RECOMMENDED MODIFICATION. THE FAILED TRUCK BEAM HAD BEEN MODIFIED IN OCTOBER 1981 BY THE OPERATOR.

Brief of Incident (Continued)

File No. - 5114

12/12/84

JAMAICA,NY

A/C Reg. No. N117AA

Time (Lc1) - 1617 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR,MAIN GEAR STRUT - STRESS CORROSION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5048 4/14/84 MARTINIQUE, A/C Reg. No. N751PA Time (Lc1) - 1850 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier	PAN AMERICAN (PAAA)	MINOR		Fatal	Serious	Minor
Type of Operation	SCHEDULED, INTL, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under	14 CFR 121	NONE	Pass	0	0	0
Incident Occurred During	CLIMB					13
						250

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

Make/Model	BOEING 747-121	Eng Make/Model	P&W JT9D	ELT Installed/Activated	YES/NO
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	4	Stall Warning System	YES
Max Gross Wt	710000	Engine Type	TURBOFAN		
No. of Seats	495	Rated Power	UNK/NR		

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

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

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

Pilot-In-Command	Age - 50	Medical Certificate	VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 26000	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING THROUGH FL200 CREW EXPERIENCED A LOSS OF #4 HYDRAULIC SYSTEM PRESSURE, ILLUMINATION OF THE RED "GEAR DOOR" AND "LEFT WING DOOR OPEN" LIGHTS, A MEDIUM FREQ VIBRATION AND HEARD A LOUD RUSHING SOUND. FLT DIVERTED TO MIAMI, FL, WHERE LANDING WAS MADE WITHOUT INCIDENT. INVESTIGATION DISCLOSED LEFT WING LANDING GEAR DOOR ACTUATOR, ACTUATOR BEAM ASS'Y AND ASSOC KEEL BEAM BOX ATTACHING HARDWARE WERE MISSING. BOEING SUBSEQUENTLY HAS ISSUED A SERVICE BULLETIN REGARDING DETECTION OF CRACKS IN THE INTERNAL BACK-UP BRACKETS & FITTINGS FOR THE WING GEAR DOOR ACTUATING SYSTEM.

Brief of Incident (Continued)

File No. - 5048

4/14/84

MARTINIQUE,

A/C Reg. No. N751PA

Time (Lc1) - 1850 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. DOOR, LANDING GEAR - FATIGUE
 2. DOOR, LANDING GEAR - SEPARATION
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5021 5/24/84 BAHAMAS, A/C Reg. No. N4620 Time (Lc1) - 1450 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-GULF AIR, INC.	NONE		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,INTL,PASSENGER	Fire	Crew	0	0	0	6
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	119
Incident Occurred During	-CLIMB						

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

Make/Model	- BOEING 727-35	Eng Make/Model	- P&W JT8D-7B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 161000	Engine Type	- TURBOJET		
No. of Seats	- 119	Rated Power	- 14000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	NASSAU	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HOUSTON,TX	
Wind Dir/Speed- 165/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5700	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 100	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING THRU FL 240, THE AIRCREW NOTED THAT THE #1 ENG FIRE WARNING LIGHT ILLUMINATED. THEY SECURED THE ENG IN ACCORDANCE WITH THE ENG FIRE CHECKLIST PROCEDURE, THEN DIVERTED FOR AN UNSCHEDULED LANDING AT MIAMI, FL. AN INVESTIGATION REVEALED THAT THE STARTER VALVE, PN 392688-1, HAD STUCK IN THE OPEN POSITION. THE AIRCREW DID NOT RECOGNIZE THIS PROBLEM DURING THE STARTING SEQUENCE; THEREFORE, HOT BLEED AIR CONTINUED INTO THE STARTER SYS. SUBSEQUENTLY, THE STARTER DISINTEGRATED & DAMAGED WIRING & FUEL & OIL LINES, THEN A FIRE STARTED.

Brief of Incident (Continued)

File No. - 5021

5/24/84

BAHAMAS,

A/C Reg. No. N4620

Time (Lc1) - 1450 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. ENGINE ACCESSORIES,ENGINE STARTER - BINDING(MECHANICAL)
2. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - FLIGHT ENGINEER

Occurrence #2 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. ENGINE ACCESSORIES,ENGINE STARTER - FAILURE,TOTAL
4. FUEL SYSTEM,LINE - OVERLOAD
5. ENGINE ASSEMBLY,OTHER - FIRE
6. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5015 5/16/84 MANSFIELD,OH A/C Reg. No. N5243Q Time (Lcl) - 1343 EDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	STOW,OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MANSFIELD,OH	MANSFIELD-LAHM
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6795/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 49
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 49
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE MADE A NORMAL CROSS WIND LANDING AND AFTER A 5-10 FT GROUND ROLL, WAS BLOWN OFF THE RT SIDE OF THE RWY.

Brief of Incident (Continued)

File No. - 5015

5/16/84

MANSFIELD, OH

A/C Reg. No. N52430

Time (Lc1) - 1343 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5059 9/30/84 AKRON, OH A/C Reg. No. 86971 Time (Lcl) - 1758 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -MILITARY/AF
Flight Conducted Under -14 CFR 91
Incident Occurred During -CLIMB

Aircraft Damage

NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	17
Pass	0	0	0	28
Other	0	0	0	2

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

Make/Model - BOEING VC-137B-BN
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 258000
No. of Seats - UNK/NR

Eng Make/Model - P & W TF-33
Number Engines - 4
Engine Type - TURBOFAN
Rated Power - UNK/NR

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 - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
CLEVELAND, OH
Destination
CAMP SPRINGS, MD

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)
MILITARY
SE LAND, ME LAND

Age - 35

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	- 4592	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-----

A BOEING VC-137B-BW, USAF #58-6971, OPERATING AS AIR FORCE 2 (AF-2), DEPARTED CLEVELAND, OH, AT ABOUT 1745 EDT ON AN IFR CLEARANCE. AFTER DEPARTING CLEVELAND, AF-2 WAS ASSIGNED AN ALT OF 8000 FT MSL BY CLEVELAND DEPARTURE CONTROL & WAS TRANSFERRED TO CLEVELAND ARTCC. ON INITIAL CONTACT WITH CLEVELAND ARTCC, AF-2 WAS CLEARED TO CLIMB TO FLT LEVEL 230. A CESSNA 310J, N3057L, WAS CRUISING IN THE SAME VICINITY ON AN IFR CLEARANCE AT 13,000 FT & WAS ALSO UNDER CONTROL OF CLEVELAND ARTCC. AS AF-2 WAS CLIMBING THRU 12,200, ARTCC'S ATC COMPUTER CONFLICT ALERT FUNCTION WAS ACTIVATED FOR BOTH ACFT, ALERTING THE CONTROLLER OF A PENDING LOSS OF REQUIRED SEPARATION. THE CONTROLLER INSTRUCTED AF-2 TO MAINTAIN 12,000 FT. AF-2 ACKNOWLEDGED. HOWEVER, AF-2 REACHED APRX 13,000 FT BEFORE STARTING DESCENT & SEPN CONTD DECREASING. RADAR DATA SHOWED A MIN SLANT RANGE DIST OF 1/4 MI WITH 600 FT VERT SEPN. THIS CONSTITUTED AN ATC OPERATIONAL ERROR INVOLVING LESS THAN STANDARD SEPN. THE ACFT WERE IN IMC & NONE OF THE PLTS SAW THE CONFLICTING TRAFFIC

Brief of Incident (Continued)

File No. - 5059

9/30/84

AKRON, OH

A/C Reg. No. 86971

Time (Lc1) - 1758 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5059 9/30/84 AKRON, OH A/C Reg. No. N3057L Time (Lcl) - 1758 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	45

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

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

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

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

-----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 - 3000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
GREEN BAY, WI
Destination
ANNAPOLIS, MD

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
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 - 54
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	3002
Last 24 Hrs	UNK/NR
Last 30 Days	UNK/NR
Last 90 Days	UNK/NR
Rotorcraft	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A BOEING VC-137B-BN, USAF #58-6971, OPERATING AS AIR FORCE 2 (AF-2), DEPARTED CLEVELAND, OH, AT ABOUT 1745 EDT ON AN IFR CLEARANCE. AFTER DEPARTING CLEVELAND, AF-2 WAS ASSIGNED AN ALT OF 8000 FT MSL BY CLEVELAND DEPARTURE CONTROL & WAS TRANSFERRED TO CLEVELAND ARTCC. ON INITIAL CONTACT WITH CLEVELAND ARTCC, AF-2 WAS CLEARED TO CLIMB TO FLT LEVEL 230. A CESSNA 310J, N3057L, WAS CRUISING IN THE SAME VICINITY ON AN IFR CLEARANCE AT 13,000 FT & WAS ALSO UNDER CONTROL OF CLEVELAND ARTCC. AS AF-2 WAS CLIMBING THRU 12,200 ARTCC'S ATC COMPUTER CONFLICT ALERT FUNCTION WAS ACTIVATED FOR BOTH ACFT, ALERTING THE CONTROLLER OF A PENDING LOSS OF REQUIRED SEPARATION. THE CONTROLLER INSTRUCTED AF-2 TO MAINTAIN 12,000 FT. AF-2 ACKNOWLEDGED. HOWEVER, AF-2 REACHED APRX 13,000 FT BEFORE STARTING DESCENT & SEPN CONTD DECREASING. RDAR DATA SHOWED A MIN SLANT RANGE DIST OF 1/4 MI WITH600 FT VRT, SEPN. THIS CONSTITUTED AND ATC OPERATIONAL ERROR INVOLVING LESS THAN STANDARD SEPN. THE ACFT WERE IN IMC & NONE OF THE PLTS SAW THE CONFLICTING TRAFFIC

Brief of Incident (Continued)

File No. - 5059

9/30/84

AKRON, OH

A/C Reg. No. N3057L

Time (Lc1) - 1758 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5105 12/21/84 AKRON, OH A/C Reg. No. N25RL Time (Lcl) - 1430 EST

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

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

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

Make/Model - BEECH 58P	Eng Make/Model - CONTINENTAL TS10-520-WB	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 - 325 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	PEORIA, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	MEDINA, OH	AKRON FULTON
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 75.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6355/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- FOG	FULL STOP	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 5665
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 2737
		Instrument- 758
		Last 30 Days- UNK/NR
		Last 90 Days- 154
		Multi-Eng - 3171

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL AT MEDINA, OH, THE PLT DISCOVERED THAT THE NDB WAS INOP, SO HE DIVERTED TO THE AKRON FULTON ARPT. HE WAS VECTORED FOR A LOCALIZER APCH TO RWY 25. DURING THE APCH, HE DESCENDED TO THE MIN DESCENT ALT (MDA) OF 512 FT AGL. WHEN HE HAD THE ARPT IN SIGHT, HE REDUCED POWER, EXTENDED FULL FLAPS & SUBSEQUENTLY TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE WET RWY. THE PLT REPORTED THAT WHEN HE APPLIED BRAKES, THE ACFT BEGAN HYDROPLANING. HE DECIDED THERE WAS SUFFICIENT OVERRUN & CLEAR AREA OFF THE END OF THE RWY TO SAFETY STOP, SO HE ELECTED NOT TO GO AROUND. HOWEVER, HE WAS UNAWARE THAT THERE WERE RAILROAD TRACKS JUST BEYOND THE OVERRUN. THE ACFT CONTINUED OFF THE RWY. BEYOND THE 398 FT OVERRUN, THE ACFT HIT THE RAILROAD TRACKS & WAS DAMAGED. THE NDB AT MEDINA HAD BEEN OUT OF SERVICE FOR OVER 6 MOS.

Brief of Incident (Continued)

File No. - 5105

12/21/84

AKRON, OH

A/C Reg. No. N25RL

Time (Lcl) - 1430 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. AIR NAVIGATION AIDS, NDB - UNAVAILABLE
6. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - UNFAVORABLE WIND
8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
9. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

Factor(s) relating to this incident is/are finding(s) 1,2,3,4,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5010

2/15/84

TULSA,OK

A/C Reg. No. N903TC

Time (Lc1) - 1010 CST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage							
Name of Carrier -TRANSCENTRAL AIRLINE CORP	NONE		Fatal	Serious	Minor	None		
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	4		
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	16		
Incident Occurred During -LANDING								

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

Make/Model - NIHON YS-11	Eng Make/Model - ROLLS-ROYCE DART 542-10J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 51800	Engine Type - TURBOPROP	
No. of Seats - 55	Rated Power - 2305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LITTLE ROCK,AR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TULSA,OK	TULSA INT'L
Wind Dir/Speed- 150/023 KTS	ATC/Airspace	Runway Ident - 17L
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 200
Lowest Sky/Clouds - 1700 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1700 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
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)
ATP	Current - UNK/NR	Total - 6000
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 800
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A NOSE WHEEL STEERING MALFUNCTION & RAN OFF THE RWY DURING LANDING. THE NOSE WHEEL SYSTEM WAS REMOVED FROM THE ACFT & SUBMITTED FOR INSPECTION & OVERHAUL. EXAMINATION REVEALED THAT THE LEVER SHAFT "EARS" HAD SEPARATED FROM FATIGUE.

Brief of Incident (Continued)

File No. - 5010

2/15/84

TULSA,OK

A/C Reg. No. N903TC

Time (Lcl) - 1010 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

1. LANDING GEAR,NOSEWHEEL STEERING - FATIGUE

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

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

Finding(s)

2. TERRAIN CONDITION - GROUND
3. TERRAIN CONDITION - WET

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5078 10/26/84 TULSA,OK A/C Reg. No. N5115S Time (Lcl) - 0824 CDT

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

Type Operating Certificate-COMMUTER	Aircraft Damage	Injuries			
Name of Carrier -SCHEDULED SKYWAYS	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	7
Incident Occurred During -CRUISE					

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

Make/Model - SWEARINGEN SA226TC	Eng Make/Model - AIRESEARCH TPE 331	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 24	Rated Power - 940 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 2.500 SM</p> <p>Lowest Sky/Clouds - 1300 FT</p> <p>Lowest Ceiling - 1300 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point TULSA,OK</p> <p>Destination FAYETTEVILLE,AR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ADF/NDB STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data TULSA INTL'</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 7700/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6495</p> <p>Make/Model- 2866</p> <p>Instrument- 615</p> <p>Multi-Eng - 3960</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 263</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE, THE CREW EXPERIENCED A LOSS OF HYDRAULIC PRESSURE & SMOKE IN THE COCKPIT, THEN DONNED THEIR OXYGEN MASKS. THEY USED THE EMERG GEAR EXTENSION SYSTEM & MADE A SAFE EMERG LANDING. AN EXAM REVEALED A CRACKED 2000 PSI ALUMINUM HYDRAULIC LINE HAD SPRAYED FLUID IN THE COCKPIT. A RECENTLY ISSUED SERVICE BULLETIN RECOMMENDED REPLACEMENT OF THAT LINE, BUT PARTS WERE REPORTEDLY NOT AVAILABLE. LONGITUDINAL SCRATCHES WERE FOUND ALONG THE LENGTH OF THE LINE. FAILURE HAD OCCURRED AT A LONGITUDINAL SCRATCH AT A BEND IN THE LINE.

Brief of Incident (Continued)

File No. - 5078

10/26/84

TULSA,OK

A/C Reg. No. N5115S

Time (Lc1) - 0824 CDT

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

Finding(s)

1. HYDRAULIC SYSTEM,LINE - FATIGUE
 2. HYDRAULIC SYSTEM,LINE - BURST
 3. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED -
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6008 4/16/84 DIAMOND LAKE, OR A/C Reg. No. CGHLW Time (Lc1) - 1047 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
1

Injuries

Serious

0
0

Minor
0
0

None
0
0

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

Make/Model - 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 - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KLAMATH FALLS, OR
Destination
PORTLAND, OR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 313
Make/Model- 60
Instrument- 5
Last 24 Hrs - 3
Last 30 Days- 18
Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A FLT FROM SACRAMENTO, CA TO VANCOUVER, BRITISH COLUMBIA, VIA RED BLUFF, KLAMMATH FALLS, EUGENE, PORTLAND & SEATTLE. DURING A WX BRIEFING AT 0545 PST, THE NON-INSTRUMENT RATED PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. HOWEVER, HE FILED A VFR FLT PLAN & PROCEEDED ON THE TRIP. WHEN HE FILED A FLT PLAN FROM KLAMMATH FALLS TO EUGENE, HE INDICATED THAT HE WOULD BE CRUISING AT 11,500 FT. SUBSEQUENTLY, THE ACFT CRASHED INTO WOODED TERRAIN AT AN ELEVATION OF ABOUT 5650 FT. THE ACFT CAME TO REST IN A NOSE DOWN ATTITUDE & PARTIALLY BURIED IN SNOW. AN EXAM OF THE ACFT REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION. THERE WAS EVIDENCE THAT THE ENG WAS PROVIDING POWER DURING IMPACT. PERSONNEL LOCATED ABOUT 4 MI NORTH OF THE ACCIDENT SITE REPORTED THE VISIBILITY WAS EXTREMELY LOW WITH FOG.

Brief of Accident/Incident (Continued)

File No. - 6008

4/16/84

DIAMOND LAKE,OR

A/C Reg. No. CGHLW

Time (Lc1) - 1047 PST

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

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 - CLOUDS
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - HIGH TERRAIN
9. OBJECT - TREE(S)

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

----Probable Cause----

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

Factor(s) relating to this incident is/are finding(s) 1,2,3,4,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5045 7/09/84 PORTLAND,OR A/C Reg. No. N9015U Time (Lcl) - 1415 PDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-UNITED AIRLINES, INC.	NONE						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0	5
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	66
Incident Occurred During	-CLIMB							

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

Make/Model	- BOEING B737-222	Eng Make/Model	- P&W JT8D-17	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 125000	Engine Type	- TURBOJET		
No. of Seats	- 115	Rated Power	- 16000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PORTLAND,OR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN DIEGO,CA	Runway Ident - N/A
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 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 - UNK/NR	
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)
ATP	Current - YES	Total - 18000
ME LAND	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE ACFT WAS CLIMBING THRU ABOUT 4000 FT WHEN THE APU FIRE WARNING LIGHT ILLUMINATED. THE FLT CREW DISCHARGED THE FIRE EXTINGUISHING UNITS & REQUESTED AN EMERGENCY LANDING. A TEARDOWN OF THE APU REVEALED EVIDENCE THAT A HARD OBJECT WAS INJECTED INTO THE 1ST STAGE COMPRESSOR IMPELLER, BENDING 2 OF THE BLADES. THE OBJECT CONTINUED THRU THE ENG & IMPACTED THE EXDUCER BLADE. THE BLADE FAILED AT A CRACK & PENETRATED THE EXHAUST PIPE ASSEMBLY. HOT GASES THEN VENTED INTO THE COOLING AIR PASSAGE & OVERHEATED THE TAIL CONE & AFT PORTION OF THE APU.

Brief of Incident (Continued)

File No. - 5045

7/09/84

PORTLAND,OR

A/C Reg. No. N9015U

Time (Lcl) - 1415 PDT

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

Finding(s)

1. AUXILIARY POWER UNIT - FOREIGN OBJECT DAMAGE
 2. AUXILIARY POWER UNIT - FAILURE, TOTAL
 3. AUXILIARY POWER UNIT - LEAK
 4. AUXILIARY POWER UNIT - OVERTEMPERATURE
-

Occurrence #2 FIRE
Phase of Operation CLIMB - TO CRUISE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5071 6/05/84 PHILADELPHIA, PA A/C Reg. No. N8711E Time (Lcl) - 1312 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	NONE	Fatal	Injuries		
Type of Operation -POL CANDIDAT	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91.59	IN FLIGHT	0	0	0	7
Incident Occurred During -TAKEOFF		0	0	0	88

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

Make/Model - BOEING 720-025	Eng Make/Model - P&W JT3C-7	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 229000	Engine Type - TURBOFAN	
No. of Seats - 102	Rated Power - 12000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PHILADELPHIA, PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOS ANGELES, CA	
Wind Dir/Speed- 230/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - IFR	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 - 61	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 30000
ME LAND	Months Since - UNK/NR	Make/Model- 6000
	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-----

WHILE CLIMBING THRU 600 FT AFTER TAKEOFF, THE CREW HEARD A LOUD BANG, THE ACFT SHUTTERED & THE #3 ENG FIRE WARNING LIGHT ILLUMINATED. A FIRE BOTTLE WAS DISCHARGED. THE COPLT SAW FLAMES COMING FROM THE ENG & THE FIRE WARNING LIGHT REMAINED ILLUMINATED, SO A 2ND FIRE BOTTLE WAS DISCHARGED. THE AIRCREW RETURNED TO THE ARPT & LANDED WITHOUT FURTHER INCIDENT. EMERGENCY EQUIPMENT WAS STANDING BY & THE PASSENGERS DEPLANED NORMALLY. AN EXAM OF THE ENG REVEALED THAT THE 7TH STAGE TURBINE ASSEMBLY HAD FAILED, PENETRATING THE RIGHT SIDE OF THE CASE. THE 6TH & 8TH STAGES WERE DAMAGED BY THE DISPLACED 7TH STAGE ASSEMBLY. FUEL LINES & THE FIRE WARNING SYSTEM WERE ALSO DAMAGED.

Brief of Incident (Continued)

File No. - 5071

6/05/84

PHILADELPHIA,PA

A/C Reg. No. N8711E

Time (Lc1) - 1312 EDT

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

Finding(s)

1. TURBINE ASSEMBLY - FAILURE, TOTAL
 2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
 3. FUEL SYSTEM, LINE - OVERLOAD
-

Occurrence #2 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5053 8/06/84 NASHVILLE, TN A/C Reg. No. N956VJ Time (Lcl) - 1305 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-US AIR	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0	5
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	80
Incident Occurred During	-CLIMB							

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

Make/Model	- MCDONNELL DOUGLAS DC-9-30	Eng Make/Model	- P&W JT8D-7B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 104000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 14000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NASHVILLE, TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PITTSBURGH, PA	
Wind Dir/Speed - 240/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - IFR	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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE CLIMB-OUT, A 15% DECREASE IN THE RIGHT ENG EPR WAS NOTED BY THE FLT CREW. THIS WAS FOLLOWED BY A LOUD BANG & FAILURE OF THE #2 ENG. THE #2 ENG WAS SHUT DOWN & THE ACFT WAS FLOWN BACK TO THE DEPARTURE ARPT. AN INITIAL EXAM REVEALED THAT THE RIGHT ENG TOP COWLING HAD SEPARATED & THE LOWER SECTION OF THE COMBUSTION CASE WAS SPLIT. ENG REMOVAL & TEARDOWN REVEALED THE #5 FUEL NOZZLE NUT LOCK RING WAS MIS-ASSEMBLED. THIS DETRACTED FROM THE TORQUE ON THE FUEL NOZZLE NUT & INADEQUATELY COMPRESSED THE #5 FUEL NOZZLE SEAL. SUBSEQUENTLY, THE FUEL NOZZLE LEAKED & ALLOWED LOCAL OVERTEMP OF THE OUTER COMBUSTION CHAMBER CASE AT THE 6 O'CLOCK POSITION.

Brief of Incident (Continued)

File No. - 5053

8/06/84

NASHVILLE, TN

A/C Reg. No. N956VJ

Time (Lc1) - 1305 CDT

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

Finding(s)

1. FUEL SYSTEM, NOZZLE - OTHER
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. COMBUSTION ASSEMBLY - OVERTEMPERATURE
 4. COMBUSTION ASSEMBLY, OUTER CASING - FAILURE, TOTAL
 5. NACELLE/PYLON - SEPARATION
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5091 8/13/84 MEMPHIS, TN A/C Reg. No. N501SS Time (Lcl) - 1540 CDT

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

Type Operating Certificate	-COMMUTER	Aircraft Damage						
Name of Carrier	-SCHEDULED SKYWAYS, INC.	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	Fatal	0	Injuries	
Incident Occurred During	-CRUISE		Pass	0		0	Serious	1
							Minor	12
							None	

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

Make/Model	- SWEARINGEN SA226TC	Eng Make/Model	- AIRESEARCH TPE 331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 840 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	MEMPHIS, TN			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	FT. SMITH, AR		Runway Ident	- N/A
Wind Dir/Speed	- 010/008 KTS			Runway Lth/Wid	- N/A
Visibility	- 6.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Flight Plan	- IFR	Runway Status	- N/A
Lowest Ceiling	- 2500 FT OVERCAST	Type of Clearance	- IFR		
Obstructions to Vision	- HAZE	Type Apch/Lndg	- UNK/NR		
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)	
ATP	Current - YES	Total - 7500	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 1	Make/Model - 250	Last 30 Days - 55
	Aircraft Type - SA226TC	Instrument - UNK/NR	Last 90 Days - 275
		Multi-Eng - 3500	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LEVEL OFF AT 16,000 FT WITH A SEA LEVEL CABIN PRESSURE (6 PSI DIFFERENTIAL PRESSURE), THE CREW HEARD A "POP", THEN THE COPILOT'S WINDOW BLEW OUT. DEBRIS, INCLUDING THE GLARESHIELD, EXITED THE COCKPIT & INJURED THE COPILOT. THE WINDOW WAS A SINGLE THICKNESS ACRYLIC, MANUFACTURED BY PPG (PN 26-2L 383-006). THE WINDOW WAS IN SERVICE 12,158 HRS SINCE NEW IN 1979. FATIGUE ORIGINATED NEAR THE LOWER REAR CORNER UNDER THE EDGE OF THE WINDOW RETAINER STRIP. CAUSE OF THE FATIGUE WAS NOT DETERMINED. WHITE PAINT & SEALANT MATERIAL WERE AT THE FATIGUE ORIGIN. A SCRIBE LINE WAS IN CLOSE PROXIMITY TO THE ORIGIN.

Brief of Incident (Continued)

File No. - 5091

8/13/84

MEMPHIS, TN

A/C Reg. No. N501SS

Time (Lc1) - 1540 CDT

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FATIGUE
2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - SEPARATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6005

1/07/84

MCALLEN, TX

A/C Reg. No. XBCPH

Time (Lcl) - 1705 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Acc/Inc Occurred During - LANDING

Fire NONE
Crew Pass

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1640
No. of Seats - 4

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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- 340/004 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 1400 FT SCATTERED
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
REYNOSA, MX
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MILLER INT'L
Runway Ident - 31
Runway Lth/Wid - 4103/ 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)
UNK/NR

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

XB-CPH, A FOREIGN REGISTERED ACFT, WAS OBSERVED BY THE TOWER OPERATOR, TO DIVE TOWARD THE RWY & PULL UP BEFORE STARTING TO PORPOISE. THE ACFT SUBSEQUENTLY IMPACTED THE RWY STRIKING THE PROPELLER & CAUSING SUBSTANTIAL AIRFRAME DAMAGE. EFFORTS TO LOCATE THE PLT WERE NOT SUCCESSFUL.

Brief of Accident/Incident (Continued)

File No. - 6005

1/07/84

MCALLEN, TX

A/C Reg. No. XBCPH

Time (Lcl) - 1705 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5041 3/07/84 FORT WORTH, TX A/C Reg. No. N888B Time (Lc1) - 2016 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		MINOR		Fatal	Serious	Minor	None
Type of Operation	-PUBLIC USE	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	5
Incident Occurred During	-LANDING						

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

Make/Model	- BEECH BE-200	Eng Make/Model	- P&W PT6A-41	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 10	Rated Power	- 850 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAN JOSE, CA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MEACHAM</p> <p>Runway Ident - 16L</p> <p>Runway Lth/Wid - 7500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 7900
SE LAND, ME LAND	Months Since - 7	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 1075
		Multi-Eng - 3300
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT VEERED RT ON TOUCHDOWN. HEAVY BRAKING AND DIFFERENTIAL PWR USED TO MAINTAIN DIRECTIONAL CONTROL. BOTH RT SIDE TIRES AND THE LEFT OUTBOARD TIRE BLEW DURING ROLLOUT. PLT STATED LEFT MAIN GEAR UNSAFE LIGHT ILLUMINATED DURING ROLLOUT. AFTER ENGINES WERE SECURED PAX & CREW EVACUATED ACFT. A PAX STEPPED ON AIRSTEP DOOR TO ENTER ACFT AND RT MAIN GEAR COLLAPSED. INVESTIGATION REVEALED MAIN GEAR COCKPIT LIGHTS WERE WIRED BACKWARDS, THUS THE FALSE UNSAFE WARNING ON LEFT GEAR. RT WHEEL INBOARD BRAKE WAS BINDING WHEN 100 PSI TEST PRESSURE WAS RELEASED. BOTH BRAKE PLATE ASSEMBLIES SHOWED EVIDENCE OF HEAT. DISASSEMBLY OF WHEEL ASS'Y REVEALED PISTON BORES HAD BEEN SANDED DOWN TO POINT WHERE 16 RMS FINISH WAS REMOVED. BOTH SHUTTLE VALVE "O" RINGS SHOWED DETERIORATION. HYDRAULIC FLUID WAS OF HIGHER THAN NORMAL VISCOSITY AND CONTAINED HIGH CONCENTRATIONS OF CHROMIUM, ALUMINUM AND NICKEL. BRAKE ASS'Y WERE OVERHAULED UNITS INSTALLED 1832 HRS PRIOR TO INCIDENT.

Brief of Incident (Continued)

File No. - 5041

3/07/84

FORT WORTH, TX

A/C Reg. No. N888B

Time (Lc1) - 2016 CST

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

Finding(s)

1. UNDETERMINED
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
4. LANDING GEAR, GEAR WARNING SYSTEM - INCORRECT
5. FLUID, HYDRAULIC - CONTAMINATION

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation OTHER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5040 3/10/84 DFW AIRPORT, TX A/C Reg. No. N1993 Time (Lcl) - 1341 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES, INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	Fatal	Injuries		
Incident Occurred During	-CRUISE		Pass	0	Serious	Minor	None
				0	0	0	7
					0	0	34

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

Make/Model	- BOEING 727-23	Eng Make/Model	- P&W JT-8D-7	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 153000	Engine Type	- TURBOJET		
No. of Seats	- 125	Rated Power	- 14000 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	SAN ANTONIO, TX			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	CHICAGO, IL		Runway Ident	- N/A
Wind Dir/Speed	- 030/006 KTS	ATC/Airspace		Runway Lth/wid	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 2500 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 - 48	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 9000	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - 4500	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW STATED THAT WHILE AT FL370, THE CABIN ALT BEGAN TO CLIMB. AN EMERGENCY DESCENT WAS INITIATED & AFTER LANDING THE PASSENGERS DEPLANED IN A NORMAL MANNER. INVESTIGATION REVEALED A 9X18" HOLE IN THE FUSELAGE ABOUT 3 FT FOWARD OF THE ACFT CARGO DOOR. METALLURGICAL EXAMINATION REVALED THAT THE CRACK HAD OCCURRED AS A RESULT OF FATIGUE WHICH ORGINATED IN SCRAPE MARKS ON THE INSIDE OF THE SKIN IMMEDIATELY ADJACENT TO THE ORIGIN OF THE CRACK.

Brief of Incident (Continued)

File No. - 5040

3/10/84

DFW AIRPORT, TX

A/C Reg. No. N1993

Time (Lc1) - 1341 CST

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

Finding(s)

1. FUSELAGE, SKIN - FATIGUE
 2. FUSELAGE, SKIN - FAILURE, PARTIAL
-

Occurrence #2 DECOMPRESSION
Phase of Operation CRUISE - NORMAL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5095 9/15/84 DFW AIRPORT, TX A/C Reg. No. N124AA Time (Lc1) - 1305 CDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Type of Operation -FERRY	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Fire	0	0	0	3
Incident Occurred During -DESCENT	NONE	Pass 0	0	0	0

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

Make/Model - MCDONNELL-DOUGLAS DC-10-10	Eng Make/Model - GE CF6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - UNK/NR
Max Gross Wt - 440000	Engine Type - TURBOFAN	
No. of Seats - 345	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TULSA, OK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DFW REGIONAL
Wind Dir/Speed- 040/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1600 FT THIN BKN	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling -	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 16000
ME LAND	Months Since - UNK/NR	Make/Model- 14500
	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-----

THE ACFT EXPERIENCED SEPN OF THE RGT WING #3 LEADING EDGE SLAT WHILE DESCENDING FOR AN APCH. AN INVESTIGATION REVEALED THAT ON 7/5/84, THE COMPANY PERFORMED A "C" CHECK INSPECTION OF THE ACFT. AT THIS TIME A RGT WING #3 LEADING EDGE SLAT RETRACT ALUMINUM PULLEY, P/N 1969-132, WAS REPLACED WITH A PHENOLIC PULLEY, P/N 1969-172. THE DC-10 PARTS ILLUSTRATED CATALOGUE SPECIFIES THAT AN ALUMINUM PULLEY BE INSTALLED ON THE #3 LEADING EDGE SLAT RATHER THAN THE PHENOLIC PULLEY BECAUSE FLT LOADS ON THE #3 SLAT EXCEEDED THE DESIGN LOAD OF THE PHENOLIC PULLEY. METALLURGICAL EXAMINATION OF THE FAILED PULLEY & CABLE INDICATED EVIDENCE OF AN OVERLOAD FAILURE. INSPECTION OF OTHER COMPANY DC-10'S REVEALED AT LEAST 3 OTHER ACFT HAD PHENOLIC PULLEYS INSTALLED IN THE #3 SLAT POSITION.

Brief of Incident (Continued)

File No. - 5095

9/15/84

DFW AIRPORT, TX

A/C Reg. No. N124AA

Time (Lc1) - 1305 CDT

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

Finding(s)

1. FLIGHT CONTROL, SLAT ATTACHMENT - IMPROPER
2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. FLIGHT CONTROL, SLAT ATTACHMENT - FAILURE, TOTAL
4. FLIGHT CONTROL, SLAT - SEPARATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5077 9/29/84 HOUSTON, TX A/C Reg. No. N914MA Time (Lc1) - 0715 CDT

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

Type Operating Certificate-COMMUTER	Aircraft Damage		Injuries	
Name of Carrier -METROFLIGHT INC.	MINOR		Fatal	Serious
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Incident Occurred During -LANDING				Minor
				None
				2
				6

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

Make/Model - DEHAVILLAND DHC-6-300	Eng Make/Model - P&W PT6A-27	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 24	Rated Power - 620 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	HULL FIELD, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOUSTON INTERNATIONAL
Wind Dir/Speed- 360/010 KTS		Runway Ident - 14R
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 6048/ 100
Lowest Sky/Clouds - 1900 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - CONCRETE
Lowest Ceiling - 5000 FT BROKEN	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg -	
Precipitation - NONE	TRAFFIC PATTERN	
Condition of Light - DAYLIGHT	FULL STOP	

-----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 - UNK/NR	Total - 5600
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 2110
	Aircraft Type - UNK/NR	Instrument- 580
		Multi-Eng - 3950
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING ON RWY 14R, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY, HIT A RWY SIGN & WAS DAMAGED. AT THE SAME TIME THE DHC-6 WAS APPROACHING TO LAND, A BOEING 727 WAS ALSO IN THE TRAFFIC PATTERN TO LAND ON RWY 14L. ACCORDING TO TOWER PERSONNEL, THE BOEING LANDED ABOUT 1 MI AFTER THE DEHAVILLAND LANDED. HOWEVER, THERE WAS EVIDENCE THAT THE BOEING CLOSED & POSSIBLY PASSED THE DEHAVILLAND DURING THE LANDING SEQUENCE. THE WIND WAS FROM 360 DEG AT 10 KTS WHICH WOULD HAVE DRIFTED WAKE TURBULENCE TOWARD RWY 14R. THE DEHAVILLAND CAPTAIN REPORTED THAT THE POWER LEVERS WERE STIFF & THAT THE LEFT PROP SOUNDED LIKE IT SURGED DURING THE LANDING JUST AFTER THE COPLT (WHO WAS FLYING THE ACFT) SELECTED GROUND BETA. WHEN THE CAPTAIN REALIZED THAT THE COPLT COULD NO LONGER CONTROL THE ACFT, HE TOOK THE CONTROLS, BUT WAS UNABLE TO AVOID COLLIDING WITH THE RWY SIGN. THERE WAS MINOR DAMAGE TO THE LANDING GEAR STRUT FAIRINGS.

Brief of Incident (Continued)

File No. - 5077

9/29/84

HOUSTON, TX

A/C Reg. No. N914MA

Time (Lc1) - 0715 CDT

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

Finding(s)

1. UNDETERMINED
2. THROTTLE/POWER LEVER - BINDING(MECHANICAL)
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - CROSSWIND
5. DIRECTIONAL CONTROL - NOT MAINTAINED -
6. GROUND LOOP/SWERVE - UNCONTROLLED -

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 incident is/are finding(s) 1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5096 10/08/84 HOUSTON, TX A/C Reg. No. N107T Time (Lc1) - 0706 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	NONE		Fatal	Serious	Minor	None	
Type of Operation -BUSINESS	Fire	Crew	0	0	0	2	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	4	
Incident Occurred During -TAKEOFF		Other	0	0	0	38	

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

Make/Model - CESSNA CITATION 550	Eng Make/Model - P&W JT15D-4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 11850	Engine Type - TURBOFAN	
No. of Seats - 8	Rated Power - 2500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	HOUSTON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KANSAS CITY, MO	HOBBY
Wind Dir/Speed- 290/004 KTS	ATC/Airspace	Runway Ident - 04
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 7602/ 150
Lowest Sky/Clouds - 100 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N3322L INADVERTENTLY CROSSED THE ACTIVE RWY 04 AT THE TIME N107T BECAME AIRBORNE ON TAKEOFF FROM THAT RWY. A NEAR MISS OCCURRED AS THE CAPTAIN AND 1ST OFFICER OF N107T OBSERVED N3322L ON THE RWY AND MADE A MAX PERFORMANCE CLIMB OVER THE TOP OF N3322L. N3322L WAS ORIGINALLY CLEARED FOR TAKEOFF ON RWY 04 VIA TAXIWAY CHARLIE TO FOXTROT. THE FLT CREW DID NOT MAKE A NECESSARY TURN FROM TAXIWAY CHARLIE TO TAXIWAY FOXTROT. NEITHER ACFT WAS VISIBLE FROM THE TOWER DUE TO REDUCED VISIBILITY.

Brief of Incident (Continued)

File No. - 5096

10/08/84

HOUSTON, TX

A/C Reg. No. N107T

Time (Lc1) - 0706 CDT

Occurrence NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT OF OTHER AIRCRAFT
 3. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
 4. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5096 10/08/84 HOUSTON, TX A/C Reg. No. N3322L Time (Lcl) - 0706 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-REPUBLIC AIRLINES	NONE		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	4	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	34	
Incident Occurred During	-TAXI		Other	0	0	0	6	

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

Make/Model	- DOUGLAS DC9-32	Eng Make/Model	- UNK UNK	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 109000	Engine Type	- UNK/NR		
No. of Seats	- 85	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	HOUSTON, TX	
Completeness	Destination	Airport Data
Basic Weather	MEMPHIS, TN	HOBBY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 04
Lowest Sky/Clouds	- 100 FT	Runway Lth/Wid
Lowest Ceiling	- 100 FT OBSCURED	- 7602/ 150
Obstructions to Vision	- FOG	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	- DAWN	Runway Status
		- UNK/NR

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	- UNK/NR	Total
SE LAND, ME LAND	Months Since	- UNK/NR	- 4280
	Aircraft Type	- UNK/NR	Instrument-
			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-----

N3322L INADVERTENTLY CROSSED THE ACTIVE RWY 04 AT THE TIME N107T BECAME AIRBORNE ON TAKEOFF FROM THAT RWY. A NEAR MISS OCCURRED AS THE CAPTAIN AND 1ST OFFICER OF N107T OBSERVED N3322L ON THE RWY AND MADE A MAX PERFORMANCE CLIMB OVER THE TOP OF N3322L. N3322L WAS ORIGINALLY CLEARED FOR TAKEOFF ON RWY 04 VIA TAXIWAY CHARLIE TO FOXTROT. THE FLT CREW DID NOT MAKE A NECESSARY TURN FROM TAXIWAY CHARLIE TO TAXIWAY FOXTROT. NEITHER ACFT WAS VISIBLE FROM THE TOWER DUE TO REDUCED VISIBILITY.

Brief of Incident (Continued)

File No. - 5096

10/08/84

HOUSTON, TX

A/C Reg. No. N3322L

Time (Lc1) - 0706 CDT

Occurrence NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - FOG
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
4. REMEDIAL ACTION - PERFORMED - PILOT OF OTHER AIRCRAFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5009 5/26/84 SALT LAKE CITY,UT A/C Reg. No. N8830E Time (Lcl) - 0146 MDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-EASTERN AIRLINES	NONE					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	0
Incident Occurred During	-LANDING						None
							7
							20

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

Make/Model	- BOEING 727-200	Eng Make/Model	- P&W JT8D-15	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES	
Max Gross Wt	- 142000	Engine Type	- TURBOJET			
No. of Seats	- UNK/NR	Rated Power	- 16000 LBS THRUST			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	DENVER,CO			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		SALT LAKE CITY INTN'L	
Wind Dir/Speed	- 150/010 KTS	ATC/Airspace		Runway Ident	- 16R
Visibility	- 30.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 12000/ 150
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	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 46	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model	- UNK/NR
	Aircraft Type - 727	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-----

FLT 428 LANDED ON RWY 16R WHICH WAS CLOSED FOR CONSTRUCTION. THE CLOSURE INFO WAS CONTAINED IN A NOTAM WHICH WAS ANNOUNCED IN ATIS INFO OSCAR. THE FLT CREW REPORTED THEY HAD OBTAINED OSCAR. THE FLT WAS CLEARED TO LAND ON RWY 16L BUT INSTEAD LANDED ON RWY 16R. THE CAPTAIN REPORTED, "I LANDED ON RUNWAY 16R, THINKING LEFT CLOSED, AIRLINERS NORMALLY HAVE USED THE WEST RUNWAY, 16R INSTEAD OF 16L. RUNWAY 16R WAS LIGHTED AND EVERYTHING APPEARED NORMAL AT THE TIME OF OUR LANDING." WHEN FLT 428 WAS ON FINAL THE RWY LIGHTS FOR RWY 16R WERE ON STEP 3 BECAUSE OF A RWY INSPECTION. VASI AND APCH LIGHTS FOR 16R WERE OFF. THE RWY AND APCH LIGHTS FOR 16L WERE ON STEP 1 AT THE TIME.

Brief of Incident (Continued)

File No. - 5009

5/26/84

SALT LAKE CITY,UT

A/C Reg. No. N8830E

Time (Lc1) - 0146 MDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WRONG RUNWAY - NOT SELECTED - PILOT IN COMMAND
2. INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5092 11/11/84 OAK CITY,UT A/C Reg. No. N5785V Time (Lcl) - 0845 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -SEISMIC
Flight Conducted Under -14 CFR 133
Incident Occurred During -CRUISE

Aircraft Damage

MINOR
Fire
NONE

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

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

Make/Model - AEROSPATIALE SA315B (LAMA)	Eng Make/Model - TURBOMECA ARTOUSTE IIIB	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4300	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 562 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 - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OAK CITY,UT
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

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 - 5100	Last 24 Hrs - UNK/NR
Make/Model- 500	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 500

Instrument Rating(s) - NONE

-----Narrative-----

BOTH ACFT PERFORMING EXTERNAL LOAD OPERATIONS. N5785V WAS IN LEVEL FLT TO THE NORTH. N9362 WAS IN A 60-70 KT SLIGHT CLIMB TO THE SOUTHEAST. NEITHER PLT, BOTH IN RT SEATS, SAW THE OTHER ACFT BEFORE CONTACT. 3 MAIN ROTOR BLADES OF N5785V PASSED THROUGH UPPER LEFT SECTION OF COCKPIT ON N9362. INCIDENT OCCURRED WITH ACFT CONVERGING AT A 45 DEG ANGLE. SUN WAS RISING IN EAST, TERRAIN WAS SNOW COVERED AND BOTH ACFT WERE PAINTED WHITE. EACH PLT BROADCASTED HIS POSITION & DESTINATION BEFORE LIFTING OFF, BUT NEITHER RECEIVED A RESPONSE. NEITHER MADE ANY FURTHER TRANSMISSIONS AFTER TAKEOFF.

Brief of Incident (Continued)

File No. - 5092

11/11/84

OAK CITY,UT

A/C Reg. No. N5785V

Time (Lc1) - 0845 MST

Occurrence MIDAIR COLLISION
Phase of Operation CLIMB

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. LIGHT CONDITION - DAYLIGHT
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5092 11/11/84 OAK CITY,UT A/C Reg. No. N9362 Time (Lcl) - 0845 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -SEISMIC
Flight Conducted Under -14 CFR 133
Incident Occurred During -CLIMB

Aircraft Damage

MINOR

Fire

NONE

Fatal

Crew

Pass

Other

0

0

0

Injuries

Serious

Minor

None

0

0

0

0

1

0

1

2

1

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

Make/Model - AEROSPATIALE SA-316 ALOUETTE Eng Make/Model - TURBOMECA ARTOUSTE IIIB ELT Installed/Activated - YES/NO
Landing Gear - SKID Number Engines - 1 Stall Warning System - NO
Max Gross Wt - 4960 Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 7 Rated Power - 562 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 - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OAK CITY,UT

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8098

Make/Model- 1428

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 42

Last 30 Days- UNK/NR

Last 90 Days- 241

Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

BOTH ACFT WERE PERFORMING EXTERNAL LOAD OPERATIONS. N5785V WAS IN LEVEL FLT TO THE NORTH. N9362 WAS IN A 60-70 KT SLIGHT CLIMB TO THE SOUTHEAST. NEITHER PLT, BOTH IN RT SEATS, SAW THE OTHER ACFT BEFORE CONTACT. THREE MAIN ROTOR BLADES OF N5785V PASSED THROUGH THE UPPER LEFT SECTION OF THE COCKPIT OF N9362. THE INCIDENT OCCURRED WHILE THE ACFT WERE CONVERGING AT A 45 DEG ANGLE. THE SUN WAS RISING IN THE EAST, THE TERRAIN WAS SNOW COVERED & BOTH ACFT WERE PAINTED WHITE. EACH PLT BROADCASTED HIS POSITION & DESTINATION BEFORE LIFTING OFF, BUT NEITHER RECEIVED ANY RESPONSE. NEITHER MADE ANY FURTHER TRANSMISSIONS AFTER TAKING OFF.

Brief of Incident (Continued)

File No. - 5092

11/11/84

OAK CITY,UT

A/C Reg. No. N9362

Time (Lc1) - 0845 MST

Occurrence MIDAIR COLLISION
Phase of Operation CLIMB

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. LIGHT CONDITION - DAYLIGHT
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5033 1/26/84 RICHMOND,VA A/C Reg. No. N1113J Time (Lcl) - 1730 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-US AIR	NONE						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	4	
Incident Occurred During	-APPROACH			0	0	0	37	

-----Aircraft Information-----

Make/Model	- BRITISH AEROSPACE CO. 1-11	Eng Make/Model	- ROLLS ROYCE 506-14D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 80500	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 10410 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	PHILADELPHIA,PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RICHARD EVELYN BYRD INT'L
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 22300
ME LAND	Months Since - 6	Make/Model- 9500
	Aircraft Type - 1-11	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-----

FLT 498, EXPERIENCED A PARTIAL POWER LOSS ON ONE ENG DURING THE FINAL APPROACH. BOTH PLTS STATED THAT THE ENG SPOOL DOWN OCCURRED MOMENTS AFTER SELECTING TCC(TOP TEMP CONTROL). A ENG RUNUP OF THE ACFT FAILED TO REPEAT THE DISCREPANCY & A PRECAUTIONARY CHANGE OF THE FUEL DIP & TCC AMPLIFIERS WAS MADE.

Brief of Incident (Continued)

File No. - 5033

1/26/84

RICHMOND, VA

A/C Reg. No. N1113J

Time (Lc1) - 1730 EST

Occurrence LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH

Finding(s)
1. FUEL SYSTEM - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5068 3/28/84 HERNDON, VA A/C Reg. No. N66KA Time (Lcl) - 2030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Incident Occurred During -APPROACH

Aircraft Damage
MINOR
Fire
IN FLIGHT

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH C90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10500
No. of Seats - 8

Eng Make/Model - P&W PT6A-20
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 550 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- 050/013 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ROANOKE, VA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
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
SE LAND, ME LAND
HELICOPTER

Age - 40
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UH-1H

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 94004	Last 24 Hrs	- 5
Make/Model-	4900	Last 30 Days-	UNK/NR
Instrument-	1700	Last 90 Days-	120
Multi-Eng	- 5200	Rotorcraft	- 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENTERED AN UNCOMMANDED DIVE AT ABOUT 11,000 FT MSL, WITH RECOVERY MADE BELOW 2,000 FT MSL. INVESTIGATION REVEALED THAT DURING THE DESCENT, IN ORDER TO ACCOMMODATE OTHER AIR TRAFFIC, THE PLT EXCEEDED VNE SPEEDS. SHORTLY, THEREAFTER THE ELEVATOR TRIM SYSTEM MALFUNCTIONED & JAMMED THE TRIM IN THE FULL NOSE DOWN TRIM POSITION. WHEN A BRIEF FLARE-UP OF SMOKE & SPARKS ERUPTED UNDER THE RT INSTRUMENT PANEL ON THE LT SIDE OF THE CONTROL COLUMN THE PLT DELAYED AN EMERGENCY BUT DID NOT RELAY INFORMATION CONCERNING THE CONTROL PROBLEM. POST INCIDENT EXAMINATION FOUND THE ELEVATOR TRIM TAB CABLE BROKEN AT THE TRIM SERVO, LOCATED UNDER THE AFT CABIN FLOOR JUST FORWARD OF THE CABIN ENTRANCE DOOR. FRAYED IN AN IRREGULAR MANNER OVER A NINE INCH AREA, THE LOOSE CABLES BECAME ENTANGLED IN THE ELECTRICAL POWER DIODES LOCATED BENEATH THE CONTROL PEDESTAL. INSPECTION REVEALED THE FRICTION CLUTCH OPERATED AT TOO HIGH TORQUE & THE CABLES WERE OUT OF ALIGNMENT CAUSING HEAT TO OTHER COMPONENTS.

Brief of Incident (Continued)

File No. - 5068

3/28/84

HERNDON,VA

A/C Reg. No. N66KA

Time (Lcl) - 2030 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

1. AIRSPEED - EXCEEDED - PILOT IN COMMAND
2. FLT CONTROL SYST,ELEVATOR TAB CONTROL(TRIM) - FAILURE,TOTAL
3. FLT CONTROL SYST,ELEVATOR TAB CONTROL(TRIM) - JAMMED
4. ELECTRICAL SYSTEM - SHORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5004 1/05/84 SEATTLE,WA A/C Reg. No. N766AS Time (Lcl) - 1400 PST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
	MINOR						
Type of Operation - POSITIONING	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Incident Occurred During -LANDING			0	0	0	6	0

-----Aircraft Information-----

Make/Model - BOEING B-727-90C	Eng Make/Model - P&W JT8D-7	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 170000	Engine Type - TURBOJET	
No. of Seats - UNK/NR	Rated Power - 14000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	PORTLAND,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	SEATTLE-TACOMA
Wind Dir/Speed- 010/003 KTS	ATC/Airspace	Runway Ident - 16R
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9425/ 150
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
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)
ATP	Current - YES	Total - 10100
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - 727	Make/Model- UNK/NR
		Last 30 Days- 0
		Instrument- UNK/NR
		Last 90 Days- 0
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK THE APPROACH LIGHTS TO RWY 16R WHILE ON AN ILS APPROACH. ANALYSIS OF THE FDR READOUT SHOWED AN INCREASED DESCENT RATE FOLLOWING VISUAL SIGHTING OF THE RWY ENVIRONMENT.

Brief of Incident (Continued)

File No. - 5004

1/05/84

SEATTLE,WA

A/C Reg. No. N766AS

Time (Lcl) - 1400 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - RAIN
 4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 4

Factor(s) relating to this incident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5000 1/07/84 SEATTLE,WA A/C Reg. No. N876AA Time (Lcl) - 0053 PST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-ALASKA AIRLINES INC	MINOR		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	8
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	73
Incident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BOEING 727-223	Eng Make/Model	- P&W JT8D-9	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOJET		
No. of Seats	- 134	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	ANCHORAGE,AK	
Completeness	Destination	Airport Data
Basic Weather	SEATTLE,WA	SEA-TAC INT'L ARPT
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 34
Lowest Sky/Clouds	- IFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 11900/ 150
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- ILS-COMplete	- ASPHALT
Condition of Light	FULL STOP	Runway Status
		- WET

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 14300
SE LAND,ME LAND	Months Since - 3	Make/Model	- UNK/NR
	Aircraft Type - 727	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT STATED THAT UPON VISUAL CONTACT WITH THE RWY, THE ACFT WAS DISPLACED SLIGHTLY TO THE LT & HE CORRECTED TOWARD CENTERLINE WITH RT RUDDER. WING TIP CONTACT WAS NEITHER HEARD NOT FELT IN THE COCKPIT. THERE WERE SEVERAL CONCURRENT REPORTS OF ARRIVING ACFT BEING DISPLACED TO THE LT WHEN EXECUTING THE RWY 34 ILS. A FLT & GRD CHECK OF THE SYSTEM REPORTED OPERATIONS TO BE WITHIN TOLERANCE.

Brief of Incident (Continued)

File No. - 5000

1/07/84

SEATTLE,WA

A/C Reg. No. N876AA

Time (Lc1) - 0053 PST

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - CROSSWIND
 3. PROPER ALIGNMENT - NOT MAINTAINED -
 4. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 5

Factor(s) relating to this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5001

1/20/84

YAKIMA, WA

A/C Reg. No. N25

Time (Lcl) - 0850 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation - INSTRUCTIONAL

Fire

Crew

0

0

0

3

Flight Conducted Under -PUB A/C

NONE

Pass

0

0

0

0

Incident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA CE500

Eng Make/Model - P&W JT15D-1

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 11500

Engine Type - TURBOJET

No. of Seats - 8

Rated Power - 2200 LBS THRUST

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 250/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2000 FT

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point ,

SEATTLE BFI,WA

Destination

YAKIMA,WA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

YAKIMA

Runway Ident - 27

Runway Lth/Wid - 7603/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

GLIDER

Age - 37

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11000

Make/Model- 73

Instrument- UNK/NR

Multi-Eng - 4700

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 0

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LANDING WHILE ON A TRAINING FLT. ACCORDING TO THE INSTRUCTOR PLT, "DURING THE LANDING FLARE, WE WERE DESCENDING VERY GRADUALLY AS THE AIRSPEED CONTINUED TO DISSIPATE." LATE IN THE FLARE THE ANGLE OF ATTACK INDICATOR WAS APPROACHING THE STALL RANGE, THE ACFT STALLED AS EVIDENCED BY A SHARP & SUDDEN AIRFRAME BUFFET. ALMOST IMMEDIATELY THE MAIN GEAR CONTACTED THE RWY WITH THE ACFT IN A NOSE HIGH, WINGS LEVEL ATTITUDE. AT THE TIME OF THE INCIDENT, THE LEADING EDGE OF THE WINGS & TAIL STRUCTURE HAD CLEAR & RIME ICE ABT 1/8 IN THICK. THE TEMP WAS 24 DEG F.

Brief of Incident (Continued)

File No. - 5001

1/20/84

YAKIMA,WA

A/C Reg. No. N25

Time (Lc1) - 0850 PST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WING - ICE

2. AIRSPEED - INADEQUATE - PILOT IN COMMAND

3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2,3

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5037 6/04/84 SPOKANE, WA A/C Reg. No. N123CZ Time (Lc1) - 1048 PDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-CASCADE AIRWAYS	MINOR		Fatal	0	Serious	0	Minor	0	None	2
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Crew	0	0	0	0	3		
Flight Conducted Under	-14 CFR 135	IN FLIGHT		Pass	0	0	0	0	3		
Incident Occurred During	-TAKEOFF										

-----Aircraft Information-----

Make/Model	- BEECH 1900C	Eng Make/Model	- P&W PT6-65	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 16600	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 1100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	SPOKANE, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	PORTLAND, OR	SPOKANE INT'L
Wind Dir/Speed - 190/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision - FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 15000	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 2	Make/Model - 150	Last 30 Days - UNK/NR
	Aircraft Type - 1900C	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMBOUT FROM RWY 21, AT AN ALT OF ABOUT 500 FT, SMOKE, FIRE & SPARKS ERUPTED FROM THE LOWER & UPPER FORWARD CORNERS OF THE CIRCUIT BREAKER PANEL ON THE F/O SIDEWALL. THE CAPT TOOK CONTROL OF THE ACFT & LANDED THE ACFT ON RWY 03. INVESTIGATION REVEALED SEVERAL AREAS OF POTENTIAL CHAFING OR SHORTING ON THE INTERIOR SIDE OF THE PANEL.

Brief of Incident (Continued)

File No. - 5037

6/04/84

SPOKANE,WA

A/C Reg. No. N123CZ

Time (Lcl) - 1048 PDT

Occurrence FIRE/EXPLOSION
Phase of Operation TAKEOFF - INITIAL CLIMB
1. ELECTRICAL SYSTEM - SHORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5072 9/29/84 SEATTLE,WA A/C Reg. No. N613US Time (Lcl) - 1438 PDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-NORTHWEST AIRLINES, INC.	MINOR		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	0	0	0	14
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	158
Incident Occurred During	-CLIMB						

-----Aircraft Information-----

Make/Model	- BOEING 747-200B	Eng Make/Model	- P&W JT9D-7FCN	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 800000	Engine Type	- TURBOFAN		
No. of Seats	- 394	Rated Power	- 50000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP	
Method	SEATTLE,WA		
Completeness	Destination	Airport Data	
Basic Weather	SEOUL, KOREA		
Wind Dir/Speed	ATC/Airspace	Runway Ident	- N/A
Visibility	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- IFR	Runway Surface	- N/A
Lowest Ceiling	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- IFR		
Precipitation	Type Apch/Lndg		
Condition of Light	- PRECAUTIONARY LANDING		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total	- 20939
SE LAND, ME LAND	Months Since - 4	Make/Model	- 2739
	Aircraft Type - 747	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMBOUT, PASSING THRU 4000 FT MSL, THE ACFT EXPERIENCED A FAILURE OF THE #2 ENGINE. THE CREW REPORTED HEARING AN EXPLOSIVE SOUND FOLLOWED BY A DROP IN FUEL FLOW WITH N1 SPEED DECREASING TO 30% RPM ON THE #2 ENGINE. THE ACFT RETURNED TO SEATTLE FOR AN UNEVENTFUL LANDING. THE ENGINE EXHAUST TAIL CONE AND NUMEROUS TURBINE BLADES WERE LOCATED IN A RURAL AREA APRX 11 MILES SOUTH OF THE ARPT. INVESTIGATION REVEALED THE TURBINE STATOR SUPPORT STRUCTURE HAD WEAKENED BY SULFIDATION DUE TO EXHAUST GASES ESCAPING THRU AN INSPECTION PORT. FAILURE OF THE PORT ALLOWED CONTACT WITH THE TURBINE BLADES, RESULTING IN BLADE ESCAPED AND SUBSEQUENT IMBALANCE.

Brief of Incident (Continued)

File No. - 5072

9/29/84

SEATTLE,WA

A/C Reg. No. N613US

Time (Lc1) - 1438 PDT

Occurrence LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. TURBINE ASSEMBLY, GUIDE VANE SUPPORT - FAILURE, TOTAL
 2. TURBINE ASSEMBLY, TURBINE BLADE - SEPARATION
 3. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5058 10/18/84 SEATTLE,WA A/C Reg. No. N6507U Time (Lcl) - 1445 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	NONE						
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Incident Occurred During -CRUISE		Other	0	0	0	0	49

-----Aircraft Information-----

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPANAWAY,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ARLINGTON,WA	
Wind Dir/Speed- 060/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1800
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, A BOEING VC-137B-BN, USAF #58-6970, OPERATING AS AIR FORCE 2 (AF-2), WAS CLEARED FOR A LOCALIZER BACK-COURSE APCH. AT 1442:49, TRACON ADVISED AF-2 OF TRAFFIC AT ITS 10 O'CLOCK POSITION AT 2 MI, ALT UNKN. AT 1443:11, TRACON ADVISED AF-2 THE TRAFFIC HAD MOVED TO ITS 11 O-CLOCK POSITION AT 1-1/2 MI. AF-2 ACKNOWLEDGED BOTH TRANSMISSIONS. AT 1443:29, AF-2 ADVISED THAT THE FLT WAS CHANGING ITS FREQ TO BOEING TOWER. SHORTLY THEREAFTER, THE ACFT CMDR OF AF-2, SEATED IN THE RIGHT, SAW THE TRAFFIC, A MOONEY M20C, N6507U, ON A COLLISION COURSE. HE TOOK CONTROL & INITIATED EVASIVE ACTION. THE PLT OF N6507U WAS CRUISING AT 2,500 FT OUTSIDE THE SEATTLE TCA & DID NOT SEE AF-2, WHICH HAD CONVERGED FROM HIS RIGHT REAR AREA. THE MOONEY'S #1 RADIO WAS INOP & ITS #2 RADIO ANTENNA HAD BEEN VANDALIZED, THUS THE PLT WAS NOT IN RADIO CONTACT WITH ATC. THE LAST DIGIT/WHEEL ON HIS TRANSPONDER WAS STUCK ON "5" & CODE 1205 WAS BEING TRANSMITTED. THE TRANSPONDER HAD NO MODE "C" ALT REPORTING CAPABILITY. ALL OF THE BACKCOURSE APCH WAS OUTSIDE THE TCA.

Brief of Incident (Continued)

File No. - 5058

10/18/84

SEATTLE,WA

A/C Reg. No. N6507U

Time (Lc1) - 1445 PDT

Occurrence NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation CRUISE

Finding(s)

1. COMM/NAV EQUIPMENT,TRANSMITTER - INOPERATIVE
 2. COMM/NAV EQUIPMENT,RECEIVER - INOPERATIVE
 3. COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
 4. VISUAL LOOKOUT - DELAYED - PILOT OF OTHER AIRCRAFT
 5. REMEDIAL ACTION - PERFORMED - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 4

Factor(s) relating to this incident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5058 10/18/84 SEATTLE, WA A/C Reg. No. 86970 Time (Lc1) - 1445 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	NONE		Fatal	Injuries	
Type of Operation -MILITARY/AF	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Incident Occurred During -APPROACH		Other	0	0	0
					None
					16
					33
					1

-----Aircraft Information-----

Make/Model - BOEING VC-137B-BN	Eng Make/Model - P&W TF-33	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 258000	Engine Type - TURBOFAN	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SPOKANE, WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SEATTLE, WA	BOEING FIELD
Wind Dir/Speed- 060/003 KTS		Runway Ident - 31L
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 10000/ 200
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - ILS-BACKCOURSE	
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)
MILITARY	Current - UNK/NR	Total - 4602
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, A BOEING VC-137B-BN, USAF #58-6970, OPERATING AS AIR FORCE 2 (AF-2), WAS CLEARED FOR A LOCALIZER BACK-COURSE APCH. AT 1442:49, TRACON ADVISED AF-2 OF TRAFFIC AT ITS 10 O'CLOCK POSITION AT 2 MI, ALT UNKN. AT 1443:11, TRACON ADVISED AF-2 THE TRAFFIC HAD MOVED TO ITS 11 O-CLOCK POSITION AT 1-1/2 MI. AF-2 ACKNOWLEDGED BOTH TRANSMISSIONS. AT 1443:29, AF-2 ADVISED THAT THE FLT WAS CHANGING ITS FREQ TO BOEING TOWER. SHORTLY THEREAFTER, THE ACFT CMDR OF AF-2, SEATED IN THE RIGHT, SAW THE TRAFFIC, A MOONEY M20C, N6507U, ON A COLLISION COURSE. HE TOOK CONTROL & INITIATED EVASIVE ACTION. THE PLT OF N6507U WAS CRUISING AT 2,500 FT OUTSIDE THE SEATTLE TCA & DID NOT SEE AF-2, WHICH HAD CONVERGED FROM HIS RIGHT REAR AREA. THE MOONEY'S #1 RADIO WAS INOP & ITS #2 RADIO ANTENNA HAD BEEN VANDALIZED, THUS THE PLT WAS NOT IN RADIO CONTACT WITH ATC. THE LAST DIGIT/WHEEL ON HIS TRANSPONDER WAS STUCK ON "5" & CODE 1205 WAS BEING TRANSMITTED. THE TRANSPONDER HAD NO MODE "C" ALT REPORTING CAPABILITY. ALL OF THE BACKCOURSE APCH WAS OUTSIDE THE TCA.

Brief of Incident (Continued)

File No. - 5058

10/18/84

SEATTLE,WA

A/C Reg. No. 86970

Time (Lcl) - 1445 PDT

Occurrence NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
2. TRAFFIC ADVISORY - ISSUED - ATC PERSONNEL(DEP/APCH)
3. VISUAL LOOKOUT - INADEQUATE - COPILOT
4. VISUAL LOOKOUT - DELAYED - PILOT IN COMMAND
5. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 3,4

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5064 11/29/84 PULLMAN,WA A/C Reg. No. N1014T Time (Lc1) - 1905 PST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-CASCADE AIRWAYS, INC.	MINOR					
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	2
Incident Occurred During	-TAKEOFF			0	0	0	13

-----Aircraft Information-----

Make/Model	- FAIRCHILD-SWEARINGEN SA 227	Eng Make/Model	- AIRESEARCH TPE 331	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13500	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 840 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - IN PERSON	LEWISTON,ID	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	PULLMAN-MOSCOW
Wind Dir/Speed- 150/011 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6731/ 100
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 6200	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model- 540	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED AFTER THE PLANE DRIFTED OFF THE RWY DURING TAKEOFF. REPORTEDLY, THE ACFT DRIFTED TO THE RIGHT OF CENTERLINE ON A FAIRLY CONSTANT ARCH UNTIL CONTACTING A SNOW BERM AT A TAXIWAY INTERSECTION. AN INVESTIGATION REVEALED THAT THE TAKEOFF WAS BEING CONDUCTED WITH A PARTIALLY OBSCURED WINDSHIELD & ONLY THE FAR END OF THE RWY WAS VISIBLE THRU THE FALLING SNOW.

Brief of Incident (Continued)

File No. - 5064

11/29/84

PULLMAN,WA

A/C Reg. No. N1014T

Time (Lc1) - 1905 PST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - SNOW COVERED
5. WEATHER CONDITION - SNOW
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - CROSSWIND
8. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
9. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2,3,4,5,6,7,9

Natl. Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5082 4/16/84 MILWAUKEE,WI A/C Reg. No. N163MA Time (Lcl) - 1757 CST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	MIDSTATE AIRLINES, INC.	MINOR		Fatal	0	Serious	0
Type of Operation	SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	14 CFR 135	NONE	Pass	0	0	0	2
Incident Occurred During	LANDING						8

-----Aircraft Information-----

Make/Model	SWEARINGEN SA226TC	Eng Make/Model	AIRESEARCH TPE 331	ELT Installed/Activated	YES/NO
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	YES
Max Gross Wt	10062	Engine Type	TURBOPROP		
No. of Seats	22	Rated Power	840 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	INDIANAPOLIS, IN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MILWAUKEE, WI	GENERAL MITCHELL
Wind Dir/Speed - 360/025 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9690/ 200
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 2300 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - RAIN		
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)
ATP	Current - UNK/NR	Total - 7243
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model - 4269
		Instrument - 795
		Last 30 Days - UNK/NR
		Last 90 Days - 208
		Multi-Eng - 5140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GEAR UP LANDING WAS PERFORMED AFTER THE CREW WAS UNABLE TO EXTEND THE RGT MAIN GEAR THRU NORMAL & EMERG PROCEDURES. AN EXAM OF THE ACFT DISCLOSED THE RGT MAIN GEAR DOOR AFT HINGE BOLT WAS SLIGHTLY BENT & DIFFICULT TO ROTATE IN ITS BUSHING. THE BUSHING & BOLT WERE DRY & HAD NOT BEEN LUBRICATED RECENTLY. THE HYDRAULIC CYLINDER WAS NOT CAPABLE OF SUPPLYING ENOUGH PRESSURE TO OVERCOME THE BINDING DOOR. THE BUSHING HAD NOT RECENTLY BEEN INSPECTED OR LUBRICATED BY MAINTENANCE PERSONNEL BECAUSE OF ITS LOCATION BEING DIFFICULT TO ACCESS.

Brief of Incident (Continued)

File No. - 5082

4/16/84

MILWAUKEE,WI

A/C Reg. No. N163MA

Time (Lcl) - 1757 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

1. DOOR, LANDING GEAR - BINDING(MECHANICAL)
2. MAINTENANCE, LUBRICATION - INADEQUATE - COMPANY MAINTENANCE PSNL
3. LANDING GEAR, MAIN GEAR - MOVEMENT RESTRICTED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5103 8/29/84 MADISON,WI A/C Reg. No. N7351F Time (Lcl) - 1450 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-FRONTIER AIRLINES, INC.	NONE						
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	5	
Incident Occurred During	-TAKEOFF			0	0	0	103	

-----Aircraft Information-----

Make/Model	- BOEING 737-291	Eng Make/Model	- P&W JT8D-9A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 116000	Engine Type	- TURBOJET		
No. of Seats	- 119	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	MADISON,WI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ROCKFORD,IL	MADISON
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9005/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LIFT-OFF & WHILE CLIMBING THRU ABOUT 150 FT AGL, THERE WAS A LOUD NOISE FROM THE LEFT ENG WHEN IT FAILED. THE AIRCREW SECURED THE LEFT ENG, RETURNED TO THE ARPT & MADE A SINGLE ENG LANDING WITHOUT FURTHER INCIDENT. AN INVESTIGATION REVEALED THAT A 1ST STAGE TURBINE BLADE HAD FAILED IN THE LEFT ENG & WAS INJECTED IN THE REMAINDER OF THE TURBINE.

Brief of Incident (Continued)

File No. - 5103

8/29/84

MADISON,WI

A/C Reg. No. N7351F

Time (Lc1) - 1450 CDT

Occurrence LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TURBINE ASSEMBLY,TURBINE BLADE - FAILURE,TOTAL
 2. TURBINE ASSEMBLY,TURBINE BLADE - SEPARATION
 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5016 3/30/84 PARKERSBURG,WV A/C Reg. No. N2827U Time (Lcl) - 1402 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-CARROLL'S AIR CHARTER SER	NONE									
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	1	Serious	0	Minor	0	None	0
Flight Conducted Under	-14 CFR 135	NONE	Pass		1		0		0		3
Incident Occurred During	-TAXI		Other		1		0		0		6

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL LTS10-360-EB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHARLESTON,WV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NORTH BAY	GILL ROBB WILSON FIELD
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 3400	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 1200	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 300	Last 90 Days- 60
		Multi-Eng - 1200	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER AN UNSCHEDULED LANDING DUE TO THE CONDITION OF A PATIENT ABOARD THE ACFT, THE ACFT TURNED OFF A TAXIWAY INTO THE GRASS AND STOPPED. RESCUE PERSONNEL FOUND THE PLT INCAPACITATED FROM A HEART ATTACK AND COLLAPSED OVER THE CONTROLS AND THE NURSE ADMINISTERING CPR TO THE PATIENT. BOTH THE PLT AND PASSG EXPIRED.

Brief of Incident (Continued)

File No. - 5016

3/30/84

PARKERSBURG, WV

A/C Reg. No. N2827U

Time (Lci) - 1402 EST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. AIRCRAFT HANDLING - NOT POSSIBLE -
 2. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5120 9/05/84 SARATOGA,WY A/C Reg. No. N9121V Time (Lc1) - 1000 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage									
	MINOR									
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	1			
Incident Occurred During -CRUISE										

-----Aircraft Information-----

Make/Model - MOONEY M20F	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 - 2740	Engine Type - RECIP-FUEL INJECTED	
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	FORT COLLINS,CO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	POCATELLO,ID	
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 7842	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 1	Make/Model- 5842	Last 30 Days- 41
	Aircraft Type - M20F	Instrument- 3	Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN LEVEL CRUISE FLT AT 10500 FT, THE PLT HEARD A HIGH-PITCHED WHINE THAT LASTED FOR ABOUT 5 SECONDS. THE ENGINE THEN SEIZED AND THE PLT MADE A FORCED LANDING IN MOUNTAINOUS FOOTHILLS. DURING THE LANDING ROLL, THE LANDING GEAR COLLAPSED. EXAMINATION OF THE DISASSEMBLED ENGINE REVEALED EVIDENCE OF HIGH HEAT DISTRESS AND A FRACTURED CRANKSHAFT. DETAILED EXAMINATION OF THE CRANKSHAFT REVEALED EVIDENCE OF A LACK OF LUBRICATION AND FATIGUE. MAINTENANCE RECORDS REVEALED THAT THE ACFT WAS INVOLVED IN A GEAR COLLAPSE INCIDENT IN 1977 THAT RESULTED IN A PROP STRIKE AND SUDDEN ENGINE STOPPAGE. THE ENGINE WAS NOT DISASSEMBLED AND INSPECTED AT THAT TIME AS SUGGESTED BY AVCO LYCOMING SERVICE LETTER NO. L163B.

Brief of Incident (Continued)

File No. - 5120

9/05/84

SARATOGA,WY

A/C Reg. No. N9121V

Time (Lc1) - 1000 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
2. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED -
3. FLUID,OIL - STARVATION
4. ENGINE ASSEMBLY,CRANKSHAFT - OVERTEMPERATURE
5. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. AIRPORT FACILITIES - ROUGH/UNEVEN
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,5

Factor(s) relating to this incident is/are finding(s) 3,4,6,7

NTSB-AAB-86-13

brief Format

U.S. Civil and Foreign Aviation

Issue Number 17 of 1984 Accidents

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