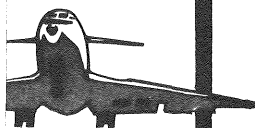


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PB86-916915



# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

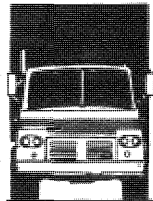
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 1 OF 1985 ACCIDENTS



NTSB/AAB-86/15

UNITED STATES GOVERNMENT

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Issue 1



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# TECHNICAL REPORT DOCUMENTATION PAGE

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				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format	
12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. 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: 0001 through 0200					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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## FOREWORD

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

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

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

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

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

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

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

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## DEFINITIONS

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

### Aircraft Accidents

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

## Gear Collapsed

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

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

#### Personal

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

#### Business

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

#### Corporate/Executive Operations

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

#### Instructional Flying

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

#### Other Flying

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

## 2. AIR CARRIER

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

## PHASE OF OPERATION

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

## CAUSES AND RELATED FACTORS

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

### BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 1

CALENDAR YEAR 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1	263LT	022385	NAMPA, ID	LYOYD THOMPS	POBER PIXI	NONE	210
2	996MP	011485	DEER PARK, WA	BELLANCA	7ECA	NONE	362
3	6475B	011685	TROUTDALE, OR	CESSNA	T210M	MINOR	290
4	2321S	020285	ONTARIO, OR	CESSNA	337B	SERIOUS	292
5	1806C	021785	PASCO, WA	BEECH	BE-77	NONE	374
6	5590H	011885	WA KEENEY, KS	PIPER	PA-20	NONE	218
7	541T	030285	OSAGE BEACH, MO	BEECH	35	NONE	244
8	14000	011385	PLACERVILLE, CA	WACO	YKC	MINOR	104
9	4702A	010585	PULLMAN, WA	CESSNA	152A	NONE	358
10	20828	010385	ELLISONORE, MO	CESSNA	182P	NONE	234
11	CFCBT	020185	SIOUX, SD	CESSNA	180A	NONE	314
12	7138F	010285	PAWNEE CITY, NE	CESSNA	150F	FATAL	268
13	5056F	010985	GLENNALLEN, AK	FAIRCHILD HI	FH-1100	MINOR	6
14	410WR	013185	UNALAKLEET, AK	CESSNA	U206G	NONE	18
15	101PQ	010285	LORDSBURG, NM	CESSNA	210B	MINOR	272
16	62LC	011485	MCGRATH, AK	DEHAVILLAND	DHC-2	NONE	14
17	68318	010885	DES MOINES, IA	CESSNA	152	MINOR	194
18	8127F	012885	OTTAWA, KS	CESSNA	150F	MINOR	222
19	7025X	011385	INDEPENDENCE, MO	CESSNA	150A	NONE	236
20	5162D	011785	WICHITA FALLS, TX	CESSNA	182A	MINOR	322
21	5046C	010585	NEWBURG, ND	BELLANCA	8GCBC	NONE	262
22	7396U	011185	NOME, AK	CESSNA	C-207	NONE	12
23	1827A	011085	ANCHORAGE, AK	PIPER	PA-18	NONE	8
24	1912A	010885	SHAKTOOLIK, AK	PIPER	PA-18	NONE	2
25	9946M	010985	MT VILLAGE, AK	CESSNA	207	MINOR	4

## File Order Listing - Issue No. 1, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
26	2403A	012285	SAHUARITA, AZ	PIPER	PA-38-112	NONE	88
27	6750C	010485	BILLINGS, MT	BEECH	B36TC	MINOR	254
28	5649E	011385	VERMILLION, KS	CESSNA	172N	MINOR	216
29	59619	011085	KENAI, AK	BELL	206BIII	FATAL	10
30	7889H	030285	SKWENTNA, AK	PIPER	PA-12	NONE	26
31	99021	011085	SNELLING, CA	BELL	204	NONE	100
32	13355	010685	SUNLAND, CA	CROWDER	GREAT LAKE	NONE	96
33	18664	022785	LEE'S SUMMIT, MO	CESSNA	177B	NONE	242
34	8909Q	030685	BRADLEY, AR	AERO COMMAND	S2R	NONE	76
35	2060V	030985	WHITTIER, AK	BELL	206B	FATAL	32
36	4745P	021685	ELMENDORF AFB, AK	CESSNA	152	MINOR	24
37	58RF	030285	MOSES POINT, AK	BELL	UH-1H	MINOR	28
38	58111	031585	MCKNLEY PARK, AK	BELL	206B	NONE	38
39	4810A	032585	KANEKTOK RIVER, AK	PIPER	PA-22	NONE	42
40	3575Z	010485	RAWLINS, WY	PIPER	PA-18-150	MINOR	394
41	8121E	040285	AUSTIN, TX	MOONEY	M20A	NONE	340
42	4270A	010585	POMPANO BEACH, FL	RAVEN	S-60A	SERIOUS	156
43	3362M	010685	MIRAMAR, FL	PIPER	PA-12	MINOR	158
44	33883	021785	RENO, NV	SCHWEIZER	SGS-126E	NONE	282
45	3710T	022285	GASTON, OR	TAYLORCRAFT	F19	NONE	298
46	6588S	020885	SPOKANE, WA	BEECH	58TC	NONE	370
47	3056V	021085	BOISE, ID	CESSNA	172	NONE	208
48	9937M	031185	MCGRATH, AK	CESSNA	207	MINOR	34
49	4523M	020885	SOLDOTNA, AK	PIPER	PA-11	MINOR	20
50	1715U	030285	DILLINGHAM, AK	CESSNA	207	NONE	30

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
51	7848B	031485	NULATO, AK	CURTISS	C-46R	NONE	36
52	714FT	031885	ROLLA, MO	CESSNA	150M	MINOR	248
53	4781A	020185	OLATHE, KS	CESSNA	A152	NONE	224
54	89782	012685	ASHDOWN, AR	CESSNA	152	FATAL	70
55	1040Z	031585	PRINCETON, MO	HUGHES	369HS	NONE	246
56	8541C	021785	WALDRON, MO	PIPER	PA-20	NONE	240
57	61868	021685	FORT MADISON, IA	CESSNA	172M	NONE	198
58	1140L	032385	FT. SMITH, AR	MOONEY	M20J	NONE	78
59	58816	010585	EL MONTE, CA	CESSNA	182P	NONE	94
60	59549	010885	TRIMMER, CA	BELL	206B	MINOR	98
61	4846E	022285	YUBA CITY, CA	CHAMPION	7GC	NONE	122
62	1169Q	021985	RIFLE, CO	CESSNA	A185F	NONE	148
63	4035G	021885	STEAMBOAT SPRNG, CO	HILLER	FH-1100	NONE	146
64	3820S	011785	SAN CARLOS, AZ	CESSNA	172E	NONE	86
65	8676C	022485	POLSON, MT	PIPER	PA-18	NONE	256
66	9795X	022585	FORT BRIDGER, WY	CESSNA	210	NONE	398
67	94703	020885	ENGLEWOOD, CO	CESSNA	152	NONE	144
68	2112K	010285	YODER, CO	PIPER	PA-28-181	NONE	140
69	8306F	020485	TAHOLAH, WA	HUGHES	369D	MINOR	368
70	4513R	021685	HOT SPRINGS, SD	PIPER	PA-28-140	NONE	316
71	11HE	040185	KANSAS CITY, MO	EHLERS	STARDUSTER	NONE	250
72	2242C	031085	ARROYO SECO, NM	CESSNA	180	NONE	276
73	84578	021785	SPANAWAY, WA	CESSNA	172	NONE	372
74	71837	022385	DAVIE, FL	CESSNA	182M	NONE	186
75	3630D	021085	PANAMA CITY, FL	SCHWEIZER	G-164A	NONE	180

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
76	4757H	030585	CHATTANOOGA, TN	MOONEY	M20J	SERIOUS	318
77	23160	021385	WESTVILLE, FL	CESSNA	150	NONE	184
78	269E	013085	LOWER LAKE, CA	HELIO	H-295	NONE	112
79	4363Z	022885	FREMONT, CA	PIPER	PA-18-180	NONE	128
80	64JK	022585	CONCORD, CA	CESSNA	421	NONE	124
81	84499	010685	OLATHE, KS	PIPER	PA-28-161	NONE	214
82	10894	012385	BELOIT, KS	CESSNA	150L	NONE	220
83	3845V	012785	LOPEZ, WA	CESSNA	170A	FATAL	366
84	679FL	011385	KENT, WA	PIPER	PA-28-140D	FATAL	360
85	17271	012885	MIAMI, FL	BELL	47-G	NONE	174
86	3854D	010685	WESLEY CHAPEL, FL	CESSNA	182A	NONE	162
86	94560	010685	WESLEY CHAPEL, FL	CESSNA	152	NONE	160
87	5194U	010485	CAMARILLO, CA	CESSNA	172RG	NONE	92
88	212Y	021085	CAMARILLO, CA	BEECH	65	NONE	116
89	222CW	020985	MERRITT ISLAND, FL	CESSNA	411A	NONE	178
90	5587X	021085	IMMOKALEE, FL	MONERAI	S-P	MINOR	182
91	8591N	020785	MERRITT ISLAND, FL	PIPER	PA-28R-200	NONE	176
92	2369P	031785	BYRON, CA	PIPER	PA-38-112	NONE	136
93	4021A	022085	STOCKTON, CA	BELL	47G-2	MINOR	120
94	74315	021585	CORONA, CA	BELLANCA	14-13-2	MINOR	118
95	887OR	031585	PASO ROBLES, CA	BELLANCA	14-19	NONE	132
96	5073F	041085	ROSSTON, OK	FAIRCHILD HI	FH-1100	NONE	288
97	1106M	010485	NEWARK, NJ	HUGHES	500D	FATAL	270
98	5105G	030685	BESSEMER, AL	CESSNA	172H	NONE	68
99	1356A	010385	SALT LAKE CITY, UT	AEROSPATIALE	SA315B	MINOR	346

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
-----	-----	----	-----	----	-----	-----	-----
100	51671	031385	SALT LAKE CITY, UT	ENSTROM	F-28L	NONE	352
101	5343Q	012885	HOLLISTER, CA	CESSNA	150L	NONE	110
102	9438	032385	LIBERTY, NC	GROSS	TAYLOR TIT	FATAL	260
103	731EZ	021685	LAS VEGAS, NV	CESSNA	P210	NONE	280
104	87977	012285	FORKS, WA	HILLER	UH12DJ3	NONE	364
105	2965A	031285	FISH LAKE VALLE, NV	PIPER	PA-32-300	NONE	284
106	30377	030885	STANWOOD, WA	CESSNA	177A	NONE	376
107	5033W	031585	BREMERTON, WA	BELLANCA	7GCBC	NONE	382
108	4852G	012885	GRAND CANYON, AZ	CESSNA	172N	NONE	90
109	7137P	040385	JUSTIN, TX	PIPER	PA-24-250	NONE	342
110	3562X	033085	MATAGORDA IS., TX	PIPER	PA-28RT-20	NONE	338
111	XBANR	032685	PHARR, TX	CESSNA	206	NONE	334
112	5636B	021785	HILTON HEAD, SC	MAULE	M-5-235C	MINOR	312
113	2512F	021685	PONTOTOC, MS	BELLANCA	7ECA	MINOR	252
114	1618U	011685	UNKNOWN, AK	CESSNA	207	FATAL	16
115	7866Z	033085	KENAI, AK	CESSNA	150C	NONE	44
116	73616	032485	ANGOLA, LA	CESSNA	172M	NONE	232
117	91224	032385	KENAI, AK	CESSNA	180	NONE	40
118	81DS	011385	LITTLETON, CO	RAVEN	S55A	NONE	142
119	5051U	040485	BURNS, OR	BELLANCA	8GCBC	NONE	302
120	2582P	042085	DEXTER, OR	LAKE	BUCCANEER	NONE	306
121	8495	031485	RITZVILLE, WA	GRUMMAN	164A	NONE	378
122	1263W	031585	DAVENPORT, WA	WEATHERLY	201B	NONE	380
123	9861L	041385	HAMPTON, OR	GRUMMAN	AA-1B	NONE	304
124	5438B	040385	WALLA WALLA, WA	CESSNA	182	NONE	386

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
125	772GW	033085	TRINIDAD, WA	PIPER	PA-28-180	FATAL	384
126	8834Q	041085	LESLIE, GA	AERO COMMAND	S2R	NONE	192
127	6829L	012185	ORLANDO, FL	CESSNA	340A	NONE	170
128	830V	011885	NEWHALL, CA	BELL	205A-1	FATAL	106
129	2104X	010185	ODESSA, FL	FUJII HEAVY I	LM-1 "NIKK	SERIOUS	154
130	3872D	011185	BOCA RATON, FL	BEECH	A36TC	FATAL	164
131	314RM	021885	LOWELL, OR	BELL	214B1	MINOR	296
132	9166A	031085	CHRISTMASVALLEY, OR	CESSNA	170A	MINOR	300
133	233W	020985	CENTRAL POINT, OR	GULFSTREAM A	AC-680F	FATAL	294
134	6653G	032385	BANNING, CA	CESSNA	150	MINOR	138
135	55XV	012185	PALM SPRINGS, CA	HELIO COURIE	H-250	NONE	108
136	85550	022585	SANTA BARBARA, CA	ROBINSON	R-22A	SERIOUS	126
137	5823X	031585	TRUCKEE, CA	ENGEL	ENGEL AIR	NONE	134
138	9755T	011385	COMPTON, CA	PIPER	PA-38-112	MINOR	102
139	9018T	013185	APPLE VALLEY, CA	CESSNA	182C	SERIOUS	114
140	5515G	031485	ANGEL FIRE, NM	CESSNA	310	NONE	278
141	739GA	071985	SYKESTON, ND	CESSNA	172	NONE	266
142	8553X	031285	SODA SPRINGS, ID	CESSNA	172	NONE	212
143	55582	011685	DAVENPORT, IA	RAVEN	RALLY RX7	NONE	196
144	8278Y	030885	S LAKE TAHOE, CA	PIPER	PA-44-180T	NONE	130
145	759WE	011485	WAPITI, WY	CESSNA	182Q	SERIOUS	396
146	70CZ	011785	KEY WEST, FL	PIPER	PA-31-350	MINOR	168
147	3153M	041785	ANCHORAGE, AK	PIPER	PA-12	NONE	46
148	31282	042785	HOLITNA RIVER, AK	BELLANCA	7GCBC	SERIOUS	54
149	63719	021485	PORT HEIDEN, AK	PIPER	PA-31	FATAL	22

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
150	4246T	050385	BETHEL, AK	PIPER	PA-32	NONE	56
151	1716Z	042485	ANCHORAGE, AK	CESSNA	336	NONE	50
152	4863C	042685	SEWARD, AK	CESSNA	206	NONE	52
153	6282X	032885	EL PASO, TX	CESSNA	TU206G	NONE	336
154	2163C	032485	BAY CITY, TX	CESSNA	195B	NONE	332
155	26EW	030285	BIG SPRING, TX	HILLER	UH-12D	NONE	330
156	54149	021885	COMANCHE, TX	CESSNA	172P	SERIOUS	326
157	94238	021685	JASPER, TX	CESSNA	152	NONE	324
158	1474N	010885	FERRIDAY, LA	PIPER	J3C-65	FATAL	230
159	5301A	010685	CORPUS CHRISTI, TX	CESSNA	310	NONE	320
161	5823L	021585	RIDGELAND, SC	GULFSTREAM	AA-5	MINOR	310
162	4609X	041485	STEVENS POINT, WI	CESSNA	150G	MINOR	388
163	70673	011285	ST.PETERSBURG, FL	PIPER	J3C-65	NONE	166
164	95627	031485	MIAMI, FL	CESSNA	152	NONE	188
165	332X	040285	FORT COLLINS, CO	MAULE	M-5-210C	NONE	150
166	6381F	021785	BELEN, NM	CESSNA	337	NONE	274
167	1085H	040285	KEMMERER, WY	PIPER	PA-28-181	MINOR	400
168	7409E	030885	BOUNTIFUL, UT	CESSNA	210	NONE	350
169	17RK	022585	LAPPOINT, UT	CESSNA	180	MINOR	348
170	8658E	022085	MENA, AR	PIPER	PA-34-200T	FATAL	74
171	9769T	022585	PEARLAND, TX	PIPER	PA-28-112	NONE	328
172	8052T	040685	CARNEY, OK	PIPER	PA-28-181	NONE	286
173	189	040485	BIG SPRING, TX	CESSNA	T337G	NONE	344
174	5614Z	012685	BELLE GLADE, FL	PIPER	PA-22-150	NONE	172
175	50511	033185	LOGAN, UT	CESSNA	150	NONE	354

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AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 1 OF 1985 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 24      1/08/85      SHAKTOOLIK, AK      A/C Reg. No. N1912A      Time (Lc1) - 1400 AST

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - SKI	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 105
	Months Since - N/A	Make/Model- 105
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE SKI EQUIPPED ACFT CONTACTED A SNOW DRIFT DURING TAKEOFF GROUND RUN. ACFT VEERED AND CONTACTED A FISHING RACK.

Brief of Accident (Continued)

File No. - 24

1/08/85

SHAKTOOLIK,AK

A/C Reg. No. N1912A

Time (Lcl) - 1400 AST

-----  
Occurrence #1            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. TERRAIN CONDITION - SNOWBANK
- 

Occurrence #2            LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

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

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 25 1/09/85 MT VILLAGE, AK A/C Reg. No. N9946M Time (Lc1) - 1150 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-HAGELAND AVIATION SERVICE	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	1	
Accident Occurred During	-TAKEOFF		Pass	0	0	2	0	

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

Make/Model	- CESSNA 207	Eng Make/Model	- LYCOMING IO-520-F	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	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		MT VILLAGE	
Wind Dir/Speed	- 070/010 KTS	ATC/Airspace		Runway Ident	- 16
Visibility	- 15.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 2200/ 40
Lowest Sky/Clouds	- 9000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- SNOW
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 - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 6500
SE LAND	Months Since - 10	Make/Model	- 5500
	Aircraft Type - C-207	Instrument	- 380
		Multi-Eng	- 60
		Last 24 Hrs	- 2
		Last 30 Days	- 150
		Last 90 Days	- 320

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TAKEOFF WAS PERFORMED DOWNHILL ON THE ICE COVERED 2200 FT GRAVEL AIRSTRIP. PLT STATED LIFTOFF WAS LATE BUT GIVEN THE SURROUNDING TERRAIN, THE TAKEOFF WAS CONTINUED RATHER THEN ABORTED. DURING CLIMB THE ACFT CONTACTED THE ROOF OF AN ABANDONED BUILDING. ACFT THEN SETTLED TO THE GROUND 90 DEGREES TO THE RWY HEADING.

Brief of Accident (Continued)

File No. - 25

1/09/85

MT VILLAGE, AK

A/C Reg. No. N9946M

Time (Lcl) - 1150 AST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
4. LIFT-OFF - DELAYED - PILOT IN COMMAND
5. ABORTED TAKEOFF - DISREGARDED - PILOT IN COMMAND
6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
7. OBJECT - BUILDING(NONRESIDENTIAL)
8. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 13      1/09/85      GLENNALLEN,AK      A/C Reg. No. N5056F      Time (Lc1) - 1515 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-GULKANA AIR SERVICE	DESTROYED	Fatal	0	Serious	0	Minor	0
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	1	0	0
Accident Occurred During	-DESCENT							

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

Make/Model	- FAIRCHILD HILLER FH-1100	Eng Make/Model	- ALLISON 250-C18	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- SKI	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2530	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 274 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	GLENNALLEN,AK		Runway Ident	- N/A
Wind Dir/Speed	- 150/030 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 5.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 1000 FT PART OBS	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 1000 FT BROKEN	Type Apch/Lndg	- PRECAUTIONARY LANDING		
Obstructions to Vision	- FOG				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE,ATP	Current - YES	Total - 16860	Last 24 Hrs - 3
SE LAND	Months Since - 4	Make/Model- 1500	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - FH-1100	Instrument- 600	Last 90 Days- 186
		Multi-Eng - 20	Rotorcraft - 16250

Instrument Rating(s) - HELICOPTER

-----Narrative-----

SHORTLY AFTER LIFTOFF PLT EXPERIENCED DOWNDRAFTS AND VARIABLE WIND GUSTS. PLT DECIDED TO SET THE HELICOPTER BACK DOWN APRX 100 YDS FROM POINT OF TAKEOFF. PLT STATED HOVERING WAS VERY DIFFICULT AND THE HELICOPTER SETTLED TO THE UPSLOPING TERRAIN. THE HELICOPTER SLIDE TO THE RT (DOWN SLOPE) AND ROLLED OVER. FIRE ERUPTED FROM THE ENGINE AFTER IMPACT, DESTROYING THE HELICOPTER.

Brief of Accident (Continued)

File No. - 13

1/09/85

GLENNALLEN, AK

A/C Reg. No. N5056F

Time (Lcl) - 1515 AST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - DOWNDRAFT
5. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - UPHILL

Occurrence #3      ROLL OVER  
Phase of Operation      OTHER

Occurrence #4      FIRE  
Phase of Operation      OTHER

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 23      1/10/85      ANCHORAGE, AK      A/C Reg. No. N1827A      Time (Lc1) - 1505 AST

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1730	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	BIG LAKE, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKE HOOD
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 66.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 265
SE LAND	Months Since - UNK/NR	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 11
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED, WHILE TAXIING THE WIND LIFTED THE ACFT TWICE. ON THE SECOND GROUND CONTACT THE LANDING GEAR COLLAPSED.  
PLT REPORTED WINDS WERE FROM 090 DEGREES AT 10 TO 18 KNOTS.

Brief of Accident (Continued)

File No. - 23

1/10/85

ANCHORAGE, AK

A/C Reg. No. N1827A

Time (Lc1) - 1505 AST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND

Occurrence #2      GEAR COLLAPSED  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

4. LANDING GEAR - OVERLOAD

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 29      1/10/85      KENAI, AK      A/C Reg. No. N59619      Time (Lcl) - 0805 AST

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

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

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

Make/Model	- BELL 206BIII	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 400 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	NIKISHKA, AK	
Completeness	- PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 040/013 KTS		Runway Ident
Visibility	- 70.0 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- 2500 FT BROKEN	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- RAIN		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 13350	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Make/Model - 85	Last 30 Days - 51
HELICOPTER	Aircraft Type - 206	Instrument - 870	Last 90 Days - 104
		Multi-Eng - 8300	Rotorcraft - 3465

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

FLT WAS BEING CONDUCTED TO OFF SHORE OIL PLATFORM. PLT WAS CHECKED OUT FOR OFF SHORE OPERATIONS THE DAY PRIOR TO THIS ACCIDENT. PLT STATED VISIBILITY ABOVE 500 FT WAS POOR & HE MAINTAINED 500 FT TO STAY BELOW A STRATUS LAYER. ONCE OVER THE WATER THE ONLY VISIBLE HORIZON WAS THE PLATFORMS. THE HELICOPTER CONTACTED THE WATER AND ROLLED OVER 1 1/2 MILES OFF SHORE. THE LIFE RAFT WAS SECURED TO THE CHIN BUBBLE AND WAS LOST WHEN THE BUBBLE SEPARATED DURING IMPACT.

Brief of Accident (Continued)

File No. - 29

1/10/85

KENAI, AK

A/C Reg. No. N59619

Time (Lc1) - 0805 AST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. LIGHT CONDITION - DARK NIGHT
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
8. RADAR ALTIMETER - POOR - COMPANY/OPERATOR MGMT
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
11. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - COMPANY/OPERATOR MGMT

Occurrence #2 ROLL OVER

Phase of Operation OTHER

Finding(s)

12. LANDING GEAR, FLOAT ASSEMBLY - SEPARATION
13. MISC EQPT/FURNISHINGS, RAFTS - LOSS, TOTAL

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

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

Factor(s) relating to this accident is/are finding(s) 7,8,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 22      1/11/85      NOME, AK      A/C Reg. No. N7396U      Time (Lcl) - 1904 AST

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

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

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

Make/Model - CESSNA C-207	Eng Make/Model - CONTINENTAL IO-520	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 - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SHISHMAREK, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NOME, AK	NOME
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 300 FT	Type of Clearance - SPECIAL VFR	Runway Surface - N/A
Lowest Ceiling - 300 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----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, CFI	Current - YES	Total - 11570
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model - 4215
HELICOPTER	Aircraft Type - C-207	Instrument - 971
		Multi-Eng - 3320
		Last 24 Hrs - 2
		Last 30 Days - 40
		Last 90 Days - 70
		Rotorcraft - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT OBTAINED A SPECIAL VFR TO LAND AT NOME ARPT. PLT SAW APCH LIGHTS AND MADE A LEFT CIRCLE TO LINE UP WITH RWY. PLT STATED, CEILING WAS 300 FT AGL, LOW VISIBILITY AND FREEZING DRIZZLE WAS PRESENT. APRX 3/8 INCH OF ICE WAS ON AIRFRAME AND WINDSHIELD. PLT STATED, "I FAILED TO MAINTAIN SUFFICIENT ALTITUDE..." ACFT CONTACTED LEVEL TERRAIN APRX 5 MILES WEST OF THE ARPT.

Brief of Accident (Continued)

File No. - 22

1/11/85

NOME, AK

A/C Reg. No. N7396U

Time (Lc1) - 1904 AST

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - SNOW
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
7. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
8. ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 16      1/14/85      MCGRATH,AK      A/C Reg. No. N62LC      Time (Lc1) - 1530 AST

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

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

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

Make/Model - DEHAVILLAND DHC-2	Eng Make/Model - P&W 985	ELT Installed/Activated - YES/YES
Landing Gear - SKI	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 450 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 220/012 KTS</p> <p>Visibility - 1.500 SM</p> <p>Lowest Sky/Clouds - 1200 FT</p> <p>Lowest Ceiling - 1200 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - SNOW</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point MCGRATH,AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND,SE SEA</p> <p>HELICOPTER</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - DHC-2</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4765</p> <p>Make/Model- 1283</p> <p>Instrument- 145</p> <p>Multi-Eng - 91</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 20</p> <p>Last 90 Days- 55</p> <p>Rotorcraft - 168</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT IS EQUIPPED WITH MAIN GEAR SKIS AND A TAILWHEEL. PLT STATED ELEVATOR & RUDDER CONTROLS STUCK DURING THE LANDING ROLL ON SNOW COVERED TERRAIN. INSPECTION REVEALED THE TAIL SECTION OF THE ACFT COLLAPSED AFTER CONTACTING THE HEAD OF A SMALL TREE. THE LANDING WAS MADE ON A MINING STRIP.

Brief of Accident (Continued)

File No. - 16

1/14/85

MCGRATH,AK

A/C Reg. No. N62LC

Time (Lc1) - 1530 AST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
  2. PLANNING-DECISION - POOR - PILOT IN COMMAND
  3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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

Finding(s)

4. FLIGHT CONTROL, ELEVATOR - BUCKLED
  5. FLIGHT CONTROL, RUDDER - BUCKLED
  6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 114      1/16/85      UNKNOWN, AK      A/C Reg. No. N1618U      Time (Lc1) - UNK/NR

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-VANDERPOOL FLYING SERVICE	DESTROYED		Fatal	1	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire		Crew	1	0	0	0	0	0	
Flight Conducted Under	-14 CFR 135	UNK/NR		Pass	0	0	0	0	0	0	
Accident Occurred During	-UNKNOWN										

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- ACFT RADIO	LIME VILLAGE, AK			
Completeness	- PARTIAL, LMTD BY PILOT	Destination		Airport Data	
Basic Weather	- UNK/NR	NONDALTON, AK		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR			Runway Lth/Wid	- N/A
Visibility	- UNK/NR	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- COMPANY (VFR)	Runway Status	- N/A
Lowest Ceiling	- UNK/NR	Type of Clearance	- NONE		
Obstructions to Vision	- UNK/NR	Type ApcH/Lndg	- UNK/NR		
Precipitation	- UNK/NR				
Condition of Light	- UNK/NR				

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

Pilot-In-Command	Age - 22	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 589	Last 24 Hrs - UNK/NR
SE LAND, SE SEA	Months Since - 31	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-----

THIS ACFT IS MISSING TO DATE. THE WX AT AN INTERMEDIATE PICK-UP POINT ALONG THE ROUTE OF FLT WAS MARGINAL (BORDERING BETWEEN VMC & IMC). THE ACFT FAILED TO ARRIVE TO PICK UP PASS'G WHO WERE AWAITING THIS NON-SCHEDULED AIR TAXI FLT. THE FLT WAS ON THE 2ND LEG OF A 3 LEG X-COUNTRY. PASS'G & FRIEGHT HAD BEEN DEPLANED AT LIME VILLAGE AFTER A FLT FROM RED DEVIL. THE 2ND LEG WAS TO PROCEED FROM LIME VILLAGE TO NONDALTON TO PICK UP THE PASS'G BOUND FOR THE RETURN FLT TO RED DEVIL. A SEARCH FOR THE MISSING ACFT WAS GEGUN ON 1/17 & SUSPENDED ON 2/1/85. ABOUT 592 FLT HRS WERE LOGGED ON OFFICIAL SEARCH MISSIONS. THE ALASKAN STATE TROOPER COORDINATOR CLAIMED THAT 60 ADDITIONAL UNOFFICIAL SORTIES, INVOLVING 150 FLT HRS, WERE ACCOMPLISHED. NO ELT SIGNALS WERE HEARD DURING THE SEARCH. ANOTHER ACFT DISAPPEARED IN THE SAME AREA DURING FEB AND HAS NOT BEEN LOCATED. THE STATE TROOPERS ARE PLANNING ADDITIONAL SEARCH EFFORTS AFTER THE SNOW MELTS DURING THE SPRING THAW.

Brief of Accident (Continued)

File No. - 114

1/16/85

UNKNOWN,AK

A/C Reg. No. N1618U

Time (Lc1) - UNK/NR

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Occurrence            MISSING AIRCRAFT  
Phase of Operation    UNKNOWN

Finding(s)  
1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 14      1/31/85      UNALAKLEET, AK      A/C Reg. No. N410WR      Time (Lcl) - 1312 AST

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

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

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

Make/Model	- CESSNA U206G	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	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	UNALAKLEET, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SHAKTOOLIK, AK	UNALAKLEET
Wind Dir/Speed	- 210/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 32
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Clearance	- 6000/ 170
Lowest Ceiling	- NONE	Type Apch/Lndg	- SNOW
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4200	Last 24 Hrs - 15
SE LAND	Months Since - 3	Make/Model - 600	Last 30 Days - 45
	Aircraft Type - C-206	Instrument - 45	Last 90 Days - 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT VEERED TO THE LEFT AND CONTACTED A SNOWBANK DURING THE TAKEOFF GROUND ROLL. INSPECTION REVEALED PLT FAILED TO REMOVE THE RUDDER GUST LOCK BEFORE TAKEOFF WAS ATTEMPTED.

Brief of Accident (Continued)

File No. - 14

1/31/85

UNALAKLEET, AK

A/C Reg. No. N410WR

Time (Lcl) - 1312 AST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 49 2/08/85 SOLDOTNA,AK

A/C Reg. No. N4523M

Time (Lcl) - 1600 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-11  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 25.0 SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SOLDOTNA  
Runway Ident - 07  
Runway Lth/Wid - 4973/ 130  
Runway Surface - ASPHALT  
Runway Status - ICE COVERED  
SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 37

Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	97
Make/Model-	30
Instrument-	2
Multi-Eng -	UNK/NR
Last 24 Hrs -	7
Last 30 Days-	18
Last 90 Days-	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED A GUST OF WIND FORCED THE LEFT WING UP AS THE ACFT TOUCHED DOWN. FUEL PWR WAS ADDED TO GO AROUND. THE ACFT CONTINUED TO VEER TO THE RIGHT UNTIL IT STALLED AND IMPACTED THE GROUND IN A NOSE LOW ATTITUDE APRX 100 YARDS SOUTH OF THE RWY. WINDS WERE REPORTED AS CALM AT THE ACCIDENT SITE APRX 1/2 HR PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 49

2/08/85

SOLDOTNA, AK

A/C Reg. No. N4523M

Time (Lc1) - 1600 AST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. GO-AROUND - IMPROPER - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 149      2/14/85      PORT HEIDEN,AK      A/C Reg. No. N63719      Time (Lcl) - 1900 AST

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

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

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

Make/Model - PIPER PA-31	Eng Make/Model - LYCOMING TIO-540-A2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	BECHAROF LAKE 1,AK	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - UNK/NR	COLD BAY,AK	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 4427
SE LAND,ME LAND,SE SEA	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - PA-31	Make/Model- 2250
		Last 30 Days- 48
		Instrument- UNK/NR
		Last 90 Days- 148
		Multi-Eng - 2325
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS FLT ORIGINATED NEAR BECHAROF LAKE AND WAS DESTINED FOR COLD BAY. ACFT CRASHED INTO THE SIDE OF A MOUNTAIN AT THE 7500 FT LEVEL, 23 MILES LEFT OF COURSE. MARGINAL WEATHER CONDITIONS EXISTED INCLUDING A 35 KT RIGHT X-WIND. PLT HAD FLOWN THE SAME ROUTE ABOUT 1 HR PRIOR TO THE ACCIDENT. COMPANY VFR FLT PLAN WAS FILED. ACCIDENT OCCURRED AT SUNSET.

Brief of Accident (Continued)

File No. - 149

2/14/85

PORT HEIDEN, AK

A/C Reg. No. N63719

Time (Lcl) - 1900 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - SNOW
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. LIGHT CONDITION - DARK NIGHT
9. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 36      2/16/85      ELMENDORF AFB, AK      A/C Reg. No. N4745P      Time (Lcl) - 1326 AST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ELMENDORF, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ELMENDORF
Wind Dir/Speed- 020/002 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 115.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 10000/ 200
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 47
	Months Since - N/A	Make/Model- 47
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

UPON TOUCHDOWN THE ACFT BOUNCED ON THE MAIN GEAR. CONTROL OF THE ACFT WAS LOST AND IT TOUCHED BACK DOWN ON A HEADING APRX 30 DEGREES RIGHT OF THE RWY HEADING. THE ACFT THEN CONTACTED A SNOW BANK ALONGSIDE THE RWY.

Brief of Accident (Continued)

File No. - 36

2/16/85

ELMENDORF AFB, AK

A/C Reg. No. N4745P

Time (Lc1) - 1326 AST

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 30      3/02/85      SKWENTNA,AK      A/C Reg. No. N7889H      Time (Lc1) - 1200 AST

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - SKI	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1685	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WASILLA,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1051
SE LAND,SE SEA	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - PA-12	Make/Model- 732
		Instrument- 2
		Last 30 Days- 15
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND, ACFT STALLED IN RIGHT DOWNWIND TURN AND CONTACTED THE GROUND. PLT WAS UNAWARE OF THE 5 TO 7 MPH WIND.

Brief of Accident (Continued)

File No. - 30

3/02/85

SKWENTNA,AK

A/C Reg. No. N7889H

Time (Lc1) - 1200 AST

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 37      3/02/85      MOSES POINT, AK      A/C Reg. No. N58RF      Time (Lc1) - 1555 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - BELL UH-1H  
Landing Gear - SKID  
Max Gross Wt - 9500  
No. of Seats - 7

Eng Make/Model - LYCOMING T-53  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 1400 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 270/020 KTS  
Visibility - .100 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- BLOWING SPRAY  
Precipitation - SNOW  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NONE, AK  
Destination  
FAIRBANKS, AK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UH-1H

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2729  
Make/Model- 82  
Instrument- 183  
Multi-Eng - 1  
Last 24 Hrs - 1  
Last 30 Days- 15  
Last 90 Days- 38  
Rotorcraft - 2547

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

APRX 15 MILES SE OF MOSES POINT THE HELICOPTER ENCOUNTERED DETERIORATING WX. A DESCENT WAS MADE TO 50 FT ABOVE THE ICE AT AN AIRSPEED OF ABOUT 50 KTS. AT THIS TIME A WHITE OUT CONDITION WAS ENCOUNTERED AND A RIGHT TURN WAS INITIATED. THE RIGHT SKID CONTACTED THE ICE AND THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 37

3/02/85

MOSES POINT, AK

A/C Reg. No. N58RF

Time (Lc1) - 1555 AST

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

Finding(s)

1. WEATHER CONDITION - SNOW
  2. WEATHER CONDITION - WHITEOUT
  3. VFR FLIGHT INTO IMC - MISJUDGED - PILOT IN COMMAND
  4. TERRAIN CONDITION - ICY
- 

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

Finding(s)

5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 50      3/02/85      DILLINGHAM, AK      A/C Reg. No. N1715U      Time (Lcl) - 0925 AST

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

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

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F	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	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	DILLINGHAM, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MANOKOTAK, AK		Runway Ident	- N/A
Wind Dir/Speed	- 050/006 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 2.000 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- 1000 FT PART OBS	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 1000 FT OVERCAST	Type Apch/Lndg	- NONE		
Obstructions to Vision	- BLOWING SNOW				
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4400	Last 24 Hrs - 4
SE LAND	Months Since - 11	Make/Model - 3500	Last 30 Days - 110
	Aircraft Type - C-207	Instrument - 60	Last 90 Days - 220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ATTEMPTING A 180 DEG TURN TO REVERSE DIRECTION AWAY FROM LOWERING CLOUDS AND SNOW SHOWERS WHEN THE RIGHT WING DUG INTO THE SNOW COVERED TERRAIN. THE PLT STATED A VIRTUAL "WHITE OUT" CONDITION EXISTED AT THE TIME.

Brief of Accident (Continued)

File No. - 50

3/02/85

DILLINGHAM, AK

A/C Reg. No. N1715U

Time (Lc1) - 0925 AST

---

Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - SNOW
  2. WEATHER CONDITION - WHITEOUT
  3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 35      3/09/85      WHITTIER,AK      A/C Reg. No. N2060V      Time (Lcl) - 0915 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

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

Make/Model - BELL 206B  
Landing Gear - HIGH SKID  
Max Gross Wt - 3200  
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 317 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 40.0 SM

Lowest Sky/Clouds - 8000 FT

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GIRDWOOD,AK

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

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 - 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,HELICOPTER

-----Narrative-----

THE HELICOPTER IMPACTED TERRAIN IN A 150 FT GORGE AFTER CONTACTING TELEPHONE LINES ALONG A RAILROAD RIGHT-OF-WAY  
APRX 2 MILES NORTH OF A TUNNEL STATION. PURPOSE OF THE FLT WAS TO SURVEY THE AREA AROUND THE TUNNEL STATION.

Brief of Accident (Continued)

File No. - 35

3/09/85

WHITTIER,AK

A/C Reg. No. N2060V

Time (Lc1) - 0915 AST

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 48      3/11/85      MCGRATH,AK      A/C Reg. No. N9937M      Time (Lc1) - 1535 AST

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

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

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

Make/Model - CESSNA 207	Eng Make/Model - CONTINENTAL IO-520-F	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	MCGRATH,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KOTZEBUE,AK	Runway Ident - N/A
Wind Dir/Speed- 160/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1520
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - C-207	Make/Model- 70
		Last 30 Days- 30
		Instrument- 130
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED TREES DURING A FORCED LANDING FOLLOWING AN ENGINE FAILURE. INVESTIGATION REVEALED THE CRANKSHAFT HAD FAILED FOR UNDETERMINED REASONS. THE ENGING HAD A TOTAL TIME OF 1312 HRS SINCE MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 48

3/11/85

MCGRATH,AK

A/C Reg. No. N9937M

Time (Lc1) - 1535 AST

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

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
  2. ENGINE ASSEMBLY,CRANKSHAFT - UNDETERMINED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 51      3/14/85      NULATO,AK      A/C Reg. No. N7848B      Time (Lc1) - 1455 AST

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

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

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

Make/Model - CURTISS C-46R	Eng Make/Model - P&W R-2800/97	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 49000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 2000 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FAIRBANKS,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NULATO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 02
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - 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 - 14700
SE LAND,ME LAND	Months Since - 6	Make/Model- 1200
	Aircraft Type - DC-3	Instrument- 238
		Multi-Eng - 6000
		Last 24 Hrs - 5
		Last 30 Days- 30
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTINUED OFF THE END OF THE RWY AND CONTACTED A SNOW BERM DURING THE LANDING ROLL. THE PLT REPORTED THE RWY BRAKING ACTION AS POOR.

Brief of Accident (Continued)

File No. - 51

3/14/85

NULATO,AK

A/C Reg. No. N7848B

Time (Lcl) - 1455 AST

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. BRAKES(NORMAL) - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 38      3/15/85      MCKNLEY PARK,AK      A/C Reg. No. N58111      Time (Lcl) - 1500 AST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AIR LOGISTICS	SUBSTANTIAL						
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	
Accident Occurred During	-TAKEOFF			0	0	0	0	

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON C250-C20	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 317 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TALKEETNA,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS,AK	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 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 - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 5279	Last 24 Hrs - 5
SE LAND	Months Since - 2	Make/Model- 2279	Last 30 Days- 40
HELICOPTER	Aircraft Type - 206	Instrument- 240	Last 90 Days- 99
			Rotorcraft - 5279

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE HELICOPTER CONTACTED A .081 INCH COPPER WIRE WHICH WAS STRUNG ACROSS THE RIVER AT AN ALT OF APRX 15 FT. THE WIRE BECAME ENTANGLED IN THE TAIL ROTOR RESULTING IN CONTROL DIFFICULTIES, HOWEVER, THE PLT WAS ABLE TO LAND THE HELICOPTER APRX 1/2 MILE FROM THE WIRE STRIKE LOCATION.

Brief of Accident (Continued)

File No. - 38

3/15/85

MCKNLEY PARK,AK

A/C Reg. No. N58111

Time (Lc1) - 1500 AST

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

Finding(s)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 117      3/23/85      KENAI, AK      A/C Reg. No. N91224      Time (Lc1) - 1630 AST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 260 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- 180/010 KTS</p> <p>Visibility - 30.0 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 - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KENAI, AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data KENAI</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 7600/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - C-180</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 261</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 138</td> <td>Last 30 Days- 5</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 15</td> </tr> </table>	Total - 261	Last 24 Hrs - 0	Make/Model- 138	Last 30 Days- 5	Instrument- 0	Last 90 Days- 15
Total - 261	Last 24 Hrs - 0							
Make/Model- 138	Last 30 Days- 5							
Instrument- 0	Last 90 Days- 15							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK DURING A FORCED LNDG AFTER THE ENG WENT TO IDLE PWR DURING TAKEOFF. THE RT WING CONTACTED THE SNOW BANK & TURNED THE ACFT SO THAT THE ENG COWLING WAS ALSO DAMAGED. THE ONLY MALFUNCTION NOTED DURING THE INVESTIGATION WAS CONTAMINATION OF FUEL SAMPLES FROM THE FUEL LINES & LEFT FUEL TANK.

Brief of Accident (Continued)

File No. - 117

3/23/85

KENAI, AK

A/C Reg. No. N91224

Time (Lcl) - 1630 AST

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 39      3/25/85      KANEKTOK RIVER,AK      A/C Reg. No. N4810A      Time (Lc1) - 1445 AST

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BETHEL,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 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 - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 48
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 48
		Last 30 Days- 5
		Instrument- 1
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED AFTER A SHORT FLD TAKEOFF, THE ENG DROPPED TO ABOUT 1000 RPM; THE PLT THEN ATTEMPTED AN EMERGENCY LANDING. UPON TOUCHDOWN, THE ACFT SETTLED INTO THE SNOW AND NOSED OVER. THE PLT STATED THE ENG FAILURE WAS DUE TO CARB ICE.

Brief of Accident (Continued)

File No. - 39

3/25/85

KANEKTOK RIVER, AK

A/C Reg. No. N4810A

Time (Lcl) - 1445 AST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
4. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 115      3/30/85      KENAI, AK      A/C Reg. No. N7866Z      Time (Lc1) - 1334 AST

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

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

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

Make/Model - CESSNA 150C	Eng Make/Model - LYCOMING O-320-A2D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KENAI, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KENAI, AK
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7575/ 150
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 516
SE LAND	Months Since - 12	Make/Model- 84
	Aircraft Type - 130	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A LOCAL PLEASURE SIGHTSEEING TRIP WHEN THE ENGINE QUIT; THE PILOT ATTEMPTED A FORCED LANDING ON A ROAD. JUST BEFORE TOUCHDOWN THE AIRCRAFT STRUCK TWO POWER LINES. THE PILOT STATED THAT HE RAN OUT OF FUEL AND HE BELIEVED THAT HE HAD ENOUGH FUEL FOR THE LOCAL FLIGHT.

Brief of Accident (Continued)

File No. - 115

3/30/85

KENAI, AK

A/C Reg. No. N7866Z

Time (Lcl) - 1334 AST

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

Finding(s)

1. FUEL SYSTEM - EXHAUSTION

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

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3.      IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
6. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 147      4/17/85      ANCHORAGE, AK      A/C Reg. No. N3153M      Time (Lcl) - 1626 AST

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BIG LAKE, AK	MERRIL FIELD
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2469/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 138	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 1	Make/Model- 28	Last 30 Days- 10
	Aircraft Type - PA-12	Instrument- 2	Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL ACFT VEERED LEFT OFF RWY, HIT A SNOW BANK AND NOSED OVER ONTO ITS BACK. ACFT WAS 265 LBS OVER GWT. TWO PAX WERE IN REAR SEAT. REAR CONTROL STICK WAS INSTALLED. THERE WAS A 10 KT RIGHT X-WIND.

Brief of Accident (Continued)

File No. - 147

4/17/85

ANCHORAGE, AK

A/C Reg. No. N3153M

Time (Lc1) - 1626 AST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. INSUFFICIENT STANDARDS/REQUIREMENTS, MANUFACTURER - MANUFACTURER
5. AIRCRAFT MANUALS, PERFORMANCE INFORMATION - INADEQUATE
6. AILERON - INADEQUATE - PASSENGER
7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRCRAFT - FAA(ORGANIZATION)
9. JUDGEMENT - POOR - PILOT IN COMMAND
10. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
11. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PASSENGER
12. IMPROPER DECISION, IMPROPER TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
13. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,11

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7,8,9,10,12,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 188      4/18/85      KENAI, AK      A/C Reg. No. N91003      Time (Lcl) - 1155 AST

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENAI, AK	KENAI
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7575/ 150
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 210
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OCCUPIED BY THE OWNER/PLT, A 42 YR OLD STUDENT PLT SEATED IN THE FRONT SEAT, AND A 41 YR OLD PRIVATE PLT, A CAREER POLICE OFFICER OF THE ANCHORAGE POLICE FORCE, WHO WAS SEATED IN THE REAR SEAT OF THIS 2 SEAT ACFT. THE SEATS WERE IN A TANDEN ARRANGEMENT. THE ACFT WAS PILOTED BY THE FRONT SEAT OWNER, BUT WAS TECHNICALLY UNDER THE COMMAND OF THE BACK SEAT PLT BY VIRTUE OF HIS RATING. ALSO BY DEFINITION THE PRIVATE (REAR SEAT) PLT IS CONSIDERED PIC TO DEFER NECESSITY FOR FAA ACTION AGAINST THE STUDENT PLT/OWNER FOR CARRYING PASS'G AGAINST REGULATION. REPORTEDLY THE ACFT SWERVED & DRAGGED A WING WHILE TAXIING IN AFTER LANDING. THE PIC REPORTEDLY HAS 210 FLT HRS OF WHICH TWO (2) WERE CREDITED TO THE TYPE OF ACFT INVOLVED IN THIS ACC. THE PIC, FAILED TO PROPERLY COMPLETE HIS MEDICAL INFORMATION, HIS BIENNIAL FLT REV STATUS, AND THE NTSB FORM 6120.1 (ACC REPORT). HE DID NOT RESPOND TO NUMEROUS REQUESTS FOR FURTHER INFO ABOUT THE ACC. THE STUDENT PLTS FORM SIMPLY STATED: SLIGHT X-WIND ON FINAL, GROUNDLOOPED AFTER TD, CAUGHT WING.

Brief of Accident (Continued)

File No. - 188

4/18/85

KENAI, AK

A/C Reg. No. N91003

Time (Lc1) - 1155 AST

Occurrence LOSS OF CONTROL - ON GROUND  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 151      4/24/85      ANCHORAGE, AK      A/C Reg. No. N1716Z      Time (Lc1) - 2045 AST

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

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

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

Make/Model - CESSNA 336	Eng Make/Model - CONTINENTAL IO-360-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHUGIAK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	MERRILL
Wind Dir/Speed- 130/003 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2469/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 18000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 384
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-336	Make/Model- 6
		Last 30 Days- 20
		Instrument- 30
		Last 90 Days- 50
		Multi-Eng - 31

Instrument Rating(s) - NONE

-----Narrative-----

WITNESS NEAR THE CRASH SITE STATED THAT BOTH AIRCRAFT ENGINES WERE STOPPED PRIOR TO THE ACCIDENT. THE PLT REPORTED THAT BEFORE TAKING OFF, THE FUEL QUANTITY GAGES INDICATED THERE WAS SUFFICIENT FUEL FOR THE FLIGHT, THE PLT DID NOT PREFLIGHT THE AIRCRAFT. EXAMINATION OF THE TANKS REVEALED A TOTAL OF THREE GALLONS OF FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 151

4/24/85

ANCHORAGE, AK

A/C Reg. No. N1716Z

Time (Lc1) - 2045 AST

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

Finding(s)

1. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FLIGHT MANUALS - NOT UNDERSTOOD - PILOT IN COMMAND
7. REFUELING - NOT ATTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 152      4/26/85      SEWARD, AK      A/C Reg. No. N4863C      Time (Lcl) - 1000 AST

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

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

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520	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	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	CORDOVA, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	PORT GRAHAM, AK		Runway Ident	- N/A
Wind Dir/Speed	- 360/015 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	- VFR	Runway Surface	- WATER
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- WET
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		WATER-CALM
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4136	Last 24 Hrs - 3
SE LAND, SE SEA	Months Since - 1	Make/Model - 1000	Last 30 Days - 40
	Aircraft Type - C-206	Instrument - 66	Last 90 Days - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE ACFT WAS IN CRUISE FLT WHEN THE ENGINE QUIT. THE PLT ATTEMPTED AN EMERGENCY LANDING ON THE BEACH BUT CRASHED IN THE WATER. THE ACFT ENGINE WAS NOT LOCATED FOR SEVERAL DAYS AFTER THE ACCIDENT. ACCORDING TO THE OPERATOR THE ENGINE FAILURE WAS DUE TO A BROKEN CRANK SHAFT. SALT WATER DAMAGE PRECLUDED AN ANALYSIS OF THE SHAFT FAILURE.

Brief of Accident (Continued)

File No. - 152

4/26/85

SEWARD, AK

A/C Reg. No. N4863C

Time (Lc1) - 1000 AST

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

Finding(s)

1. ENGINE ASSEMBLY, CAMSHAFT - FAILURE, TOTAL
  2. MAINTENANCE, LUBRICATION - IMPROPER - MANUFACTURER
  3. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
  4. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 148      4/27/85      HOLLITNA RIVER, AK      A/C Reg. No. N31282      Time (Lc1) - 1430 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - BELLANCA 7GCBC  
Landing Gear      - SKI  
Max Gross Wt      - 1650  
No. of Seats      - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 240/005 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 2000 FT SCATTERED  
Lowest Ceiling      - 5000 FT OVERCAST  
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 - 46  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3140  
Make/Model- 1800  
Instrument- 30  
Last 24 Hrs - 0  
Last 30 Days- 10  
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE PLT NOTED A PARTIAL LOSS OF POWER, THE PLT ELECTED PRECAUTIONARY LANDING ON THE REMAINING FROZEN LAKE. DURING THE TURN THE ACFT STALLED AND CRASHED. THE FUEL SYSTEM WAS FOUND CONTAMINATED WITH ICE AND WATER.

Brief of Accident (Continued)

File No. - 148

4/27/85

HOLITNA RIVER, AK

A/C Reg. No. N31282

Time (Lcl) - 1430 AST

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM, TANK - WATER
4. FUEL SYSTEM, LINE - WATER

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

Finding(s)

5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 150      5/03/85      BETHEL, AK      A/C Reg. No. N4246T      Time (Lcl) - 1230 ADT

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

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

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

Make/Model	- PIPER PA-32	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	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BETHEL SEAPLANE
Wind Dir/Speed - 270/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 150
Lowest Sky/Clouds - 2000 FT	Type of Clearance - NONE	Runway Surface - ICE
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 633
SE LAND, ME LAND	Months Since - 6	Make/Model - 4
HELICOPTER	Aircraft Type - PA-32	Instrument - 70
		Multi-Eng - 50
		Last 24 Hrs - 4
		Last 30 Days - 110
		Last 90 Days - 265
		Rotorcraft - 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE TAKEOFF ROLL THE AIRCRAFT COULD NOT OBTAIN AIRSPEED AND THE AIRCRAFT LOST DIRECTIONAL CONTROL STRIKING A SNOW BANK AT THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 150

5/03/85

BETHEL, AK

A/C Reg. No. N4246T

Time (Lc1) - 1230 ADT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 189      5/31/85      ALAKTAK, AK      A/C Reg. No. N61500      Time (Lcl) - 1600 ADT

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - SKI/WHEEL	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BARROW, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	UNKNOWN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 FT OVERCAST	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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 14025
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 260
HELICOPTER	Aircraft Type - 185	Instrument- 175
		Multi-Eng - 10000
		Last 24 Hrs - 6
		Last 30 Days- 75
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK AND NOSED OVER DURING A LANDING ATTEMPT ON A FROZEN LAKE. THE PLT STATED THAT "MY RT SKI HIT A PRESSURE RIDGE OR BROKE THROUGH CRUST; WHICHEVER, THE ACFT ABRUPTLY PITCHED DOWN, CONTACTING THE ICE AND CONTINUING OVER ONTO ITS BACK. THE STOP WAS ABRUPT LEADING ME TO BELIEVE THE SKI HIT AN OBSTACLE." THE PLTS RECOMMENDATION TO PREVENT THIS TYPE OCCURRENCE WAS TO PROHIBIT OFF-ARPT LNDGS.

Brief of Accident (Continued)

File No. - 189

5/31/85

ALAKTAK, AK

A/C Reg. No. N61500

Time (Lc1) - 1600 ADT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
  2. IN-FLIGHT PLANNING/DECISION - INADVERTENT - PILOT IN COMMAND
  3. UNSUITABLE TERRAIN - NOT UNDERSTOOD - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 186      6/02/85      SOLDOTNA, AK      A/C Reg. No. N65928      Time (Lcl) - 1350 ADT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2393	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HOMER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SOLDOTNA
Wind Dir/Speed- 350/016 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4973/ 130
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 164
SE LAND	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 14
		Last 30 Days- 4
		Instrument- 5
		Last 90 Days- 9

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT SUSTAINED SUBSTANTIAL DAMAGE WHEN THE PILOT LOST CONTROL OF THE ACFT AND NOSED OVER ON ITS BACK. THE WEATHER WAS VMC BUT THE PILOT SAID HE ENCOUNTERED A GUST AND CROSSWIND DURING LANDING.

Brief of Accident (Continued)

File No. - 186

6/02/85

SOLDOTNA,AK

A/C Reg. No. N65928

Time (Lcl) - 1350 ADT

---

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  5. AIRSPEED - IMPROPER - PILOT IN COMMAND
  6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 185      6/09/85      ANCHORAGE, AK      A/C Reg. No. N83995      Time (Lcl) - 1015 ADT

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

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

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

Make/Model - AERONCA 7AC	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1313	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MERRILL
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2469/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 53
SE LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - 150	Make/Model- 6
		Last 30 Days- 5
		Instrument- 0
		Last 90 Days- 5
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A PARKED HELICOPTER DURING LANDING. THE ACFT HAD LEFT THE RWY AT MIDFIELD & COLLIDED WITH THE PARKED ACFT. THE PLT STATED THAT HE LOST DIRECTIONAL CONTROL AFTER LNDG. A RWY LIGHT ON THE LEFT SIDE OF THE RWY APRX 900 FT FROM THE APPROACH END, WAS FOUND BROKEN. NO MECHANICAL OR PHYSICAL PROBLEMS WERE DISCOVERED DURING THE INVESTIGATION THAT WERE OF A CAUSAL NATURE. THE BRAKES AND FLT CONTROLS RECEIVED SPECIAL ATTENTION AND NO MALFUNCTIONS WERE NOTED.

Brief of Accident (Continued)

File No. - 185

6/09/85

ANCHORAGE,AK

A/C Reg. No. N83995

Time (Lc1) - 1015 ADT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT OBTAINED - PILOT IN COMMAND
4.      IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

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

Finding(s)

6. JUDGEMENT - POOR - PILOT IN COMMAND
7.      IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9.      IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
10.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,7,8,9,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 187      6/16/85      ANCHORAGE, AK      A/C Reg. No. N9282T      Time (Lcl) - 1330 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- 150/013 KTS  
Visibility      - 90.0 SM

Lowest Sky/Clouds      - 4500 FT SCATTERED  
Lowest Ceiling      - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
KENAI, AK  
Destination  
ANCHORAGE, AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ANCHORAGE  
Runway Ident      - 06  
Runway Lth/Wid      - 10600/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 50

Biennial Flight Review

Current      - NO  
Months Since      - 12  
Aircraft Type      - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 59	Last 24 Hrs -	1
Make/Model-	33	Last 30 Days-	1
Instrument-	0	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRAGGED THE LEFT WING TIP DURING LNDG IN A X-WIND. THE PLT STATED THAT HE KNEW THE WIND WAS GUSTY BEFORE HIS TAKEOFF BUT HE FELT CERTAIN THAT HE COULD HANDLE IT. HE STATED AFTER THE ACCIDENT THAT DURING THE LANDING HE HAD THE ACFT IN A CRABBED ATTITUDE "WHEN THE WIND STOPPED FOR JUST AN INSTANT". DURING AN "OVERCORRECTION" FOR THE LACK OF WIND THE PLT SAID HE WAS HIT BY ANOTHER WIND GUST WHICH" TIPPED THE RT WING UP-ALLOWING THE LEFT WING TO MAKE CONTACT WITH RWY 61. THE PLTS SAFETY RECOMMENDATION ON HIS NTSB FORM 6120.1 (PILOT/OPERATOR ACFT ACC REPORT-USED FOR CIVIL ACFT ACCIDENTS INVOLVING GEN AVIA ACFT) WAS "MORE CROSS WIND EXPERIENCE FOR PILOT".

Brief of Accident (Continued)

File No. - 187

6/16/85

ANCHORAGE, AK

A/C Reg. No. N9282T

Time (Lcl) - 1330 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. FLARE - IMPROPER - PILOT IN COMMAND
7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 190      6/21/85      DILLINGHAM, AK      A/C Reg. No. N45PC      Time (Lcl) - 1330 ADT

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

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

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

Make/Model	- PIPER PA-20	Eng Make/Model	- LYCOMING O-290-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 125 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	HOMER, AK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	DILLINGHAM	
Wind Dir/Speed	- 190/010 KTS		Runway Ident	- 19
Visibility	- 50.0 SM	ATC/Airspace	Runway Lth/Wid	- 6404/ 150
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 115	Last 24 Hrs - 3
SE LAND	Months Since - 10	Make/Model - 115	Last 30 Days - 10
	Aircraft Type - PA-20	Instrument - 2	Last 90 Days - 25

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT SWERVED ON THE RUNWAY AND GROUND LOOPED, THE PILOT STATED HE LOST CONTROL OF THE ACFT DUE TO THE WIND CONDITION.

Brief of Accident (Continued)

File No. - 190

6/21/85

DILLINGHAM, AK

A/C Reg. No. N45PC

Time (Lc1) - 1330 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. LOAD JETTISON - NOT MAINTAINED - 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 accident is/are finding(s) 4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 98      3/06/85      BESSEMER, AL      A/C Reg. No. N5105G      Time (Lc1) - 1200 CST

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

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

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

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

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

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	BESSEMER
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 563
SE LAND	Months Since - 4	Make/Model- 60
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 167
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 36
		Rotorcraft - 456

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAXIING TO THE RWY ON A NARROW TAXIWAY WHEN THE LEFT WING STRUCK A T HANGAR SUPPORT POST.

Brief of Accident (Continued)

File No. - 98

3/06/85

BESSEMER, AL

A/C Reg. No. N5105G

Time (Lcl) - 1200 CST

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

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 54      1/26/85      ASHDOWN, AR      A/C Reg. No. N89782      Time (Lcl) - 1745 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

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

Eng Make/Model - LYCOMING O-235-L26  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/004 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 20000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DALLAS, TX

Destination

TEXARKANA, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 65      Last 24 Hrs - 1

Make/Model- 65      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

ACFT MADE TWO PASSES OVER RESIDENCE TO ALERT FRIEND TO GO TO NEARBY AG STRIP TO PICK UP PLT & PAX. ACFT WAS THEN SEEN FLYING IN AREA AT LOW ALT & SLOW SPEED BY THE FRIEND AS SHE PROCEEDED TO THE STRIP. SHE LOOKED AWAY FROM THE ACFT MOMENTARILY & WHEN SHE LOOKED BACK THE ACFT WAS SPINNING TOWARD THE GROUND. WING FLAPS WERE FOUND FULL DOWN IN WRECKAGE.

Brief of Accident (Continued)

File No. - 54

1/26/85

ASHDOWN, AR

A/C Reg. No. N89782

Time (Lc1) - 1745 CST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4.        IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 193      2/19/85      HOT SPRINGS, AR      A/C Reg. No. N104JK      Time (Lcl) - 2013 CST

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

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

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

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING TIO-540 C4B5	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 250 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- IMC	MEMORIAL	
Wind Dir/Speed	- CALM	Runway Ident	- 05
Visibility	- 2.000 SM	Runway Lth/Wid	- 6956/ 150
Lowest Sky/Clouds	-	Runway Surface	- ASPHALT
Lowest Ceiling	- 400 FT OBSCURED	Runway Status	- DRY
Obstructions to Vision	- FOG		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 742	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 7	Make/Model - 94	Last 30 Days - 23
	Aircraft Type - PA23250	Instrument - 85	Last 90 Days - 196
		Multi-Eng - 94	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT HAD BEEN CLEARED FOR AN ILS APPROACH TO HOT SPRINGS, ARKANSAS. AFTER HE CROSSED THE INITIAL APPROACH FIX, HE SAID HE WAS GOING TO CLIMB BACK ABOVE THE CLOUDS FOR JUST A SECOND. HE CLIMBED 500 FEET IN THE NEXT 12 SECONDS, THEN STARTED A FAST DESCENT. THE LAST TWO RADAR HITS WERE ALMOST SUPERIMPOSED. THERE WAS A POST IMPACT FIRE.

Brief of Accident (Continued)

File No. - 193

2/19/85

HOT SPRINGS, AR

A/C Reg. No. N104JK

Time (Lcl) - 2013 CST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2.      IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4.      STALL - INADVERTENT - PILOT IN COMMAND
5. SPIRAL - NOT CORRECTED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 170      2/20/85      MENA,AR      A/C Reg. No. N8658E      Time (Lcl) - 1305 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model      - PIPER PA-34-200T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4570  
No. of Seats      - 7

Eng Make/Model - CONTINENTAL TS10-360-EB1B      ELT Installed/Activated - NO -N/A  
Number Engines - 2      Stall Warning System - YES  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 140/010 KTS  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 1800 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ADF/NDB

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

INTERMOUNTAIN REGIONAL  
Runway Ident      - 17  
Runway Lth/Wid      - 5000/      75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type - 24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4550      Last 24 Hrs - 8  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 100  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD BEEN CLEARED FOR AN INSTRUMENT APPROACH TO THEMENA, ARKANSAS INTERMOUNTAIN REGIONAL AIRPORT. THE AIRPLANE IMPACTED A MOUNTAIN SIDE 8 1/2 MILES OFF COURSE.

Brief of Accident (Continued)

File No. - 170

2/20/85

MENA, AR

A/C Reg. No. N8658E

Time (Lcl) - 1305 CST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  3. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 34      3/06/85      BRADLEY, AR      A/C Reg. No. N8909Q      Time (Lcl) - 1500 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire  
NONE

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

Make/Model - AERO COMMANDER S2R  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 6000  
No. of Seats - 1

Eng Make/Model - P&W R1340 AN-1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 600 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRSTRIP

Airport Data

Wind Dir/Speed- 100/014 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 20000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

Runway Ident - 18  
Runway Lth/Wid - 2500 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

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

Age - 44  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 8060  
Make/Model- 2060  
Instrument- 0  
Last 24 Hrs - 10  
Last 30 Days- UNK/NR  
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT AFTER LIFTOFF THE ACFT ENCOUNTERED A GUST OF WIND AND THE ACFT SWERVED OFF THE AIRSTRIP INTO ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 34

3/06/85

BRADLEY, AR

A/C Reg. No. N8909Q

Time (Lc1) - 1500 CST

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

Finding(s)

1. WEATHER CONDITION - GUSTS

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 58      3/23/85      FT. SMITH, AR

A/C Reg. No. N1140L

Time (Lcl) - 1427 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

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

Eng Make/Model - LYCOMING IO-360-AB6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES-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- 290/014 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

MUNICIPAL  
Runway Ident - 25  
Runway Lth/Wid - 8000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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 - 58  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 6213	Last 24 Hrs - 1
Make/Model- 6213	Last 30 Days- UNK/NR
Instrument- 46	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT AS THE ACFT LIFTED OFF THE RWY, HE HEARD A "LOUD RACKET" SOMEWHERE IN THE ACFT. HE RETRACTED THE LANDING GEAR TO DETERMINE IF THE GEAR WAS THE SOURCE OF THE NOISE. IT WAS NOT AND HE ABORTED THE FLIGHT BY CLOSING THE THROTTLE AND PUTTING THE GEAR HANDLE DOWN. THE LANDING GEAR WAS NOT FULLY EXTENDED AND COLLAPSED ON TOUCHDOWN. INSPECTION DID NOT REVEAL SOURCE OF NOISE THAT PLT HEARD.

Brief of Accident (Continued)

File No. - 58

3/23/85

FT. SMITH, AR

A/C Reg. No. N1140L

Time (Lc1) - 1427 CST

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

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

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

Finding(s)  
2. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 197      3/23/85      HOT SPRINGS, AR      A/C Reg. No. N508SS      Time (Lcl) - 1045 CST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-AIR MIDWEST SKYWAYS, INC.	SUBSTANTIAL						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2	
Accident Occurred During	-LANDING			0	0	0	7	

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

Make/Model	- SWEARINGEN SA226TC	Eng Make/Model	- GARRETT TPE331 SERIES	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	- 19	Rated Power	- 840 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	SAME AS ACC/INC	HOT SPRING MEM
Wind Dir/Speed- 310/007 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6600/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - LDA	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3032	Last 24 Hrs - 6
SE LAND	Months Since - 4	Make/Model- 1280	Last 30 Days- UNK/NR
	Aircraft Type - SA226TC	Instrument- 255	Last 90 Days- 150
		Multi-Eng - 1530	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FIRST OFFICER WAS MAKING THE LANDING AND THE ACFT BOUNCED DURING TOUCHDOWN. THE CAPTAIN'S RIGHT HAND, WHICH HAD BEEN NEAR THE FLOOR TO THE RIGHT OF HIS SEAT, BUMPED THE LANDING GEAR SELECTOR TO THE UP POSITION AS THE CAPTAIN REACHED FOR THE YOKE. THE AIRCRAFT THEN LANDED WITH THE GEAR RETRACTED. ALTHOUGH THE LANDING GEAR SELECTOR HANDLE LATCH MECHANISM OPERATED AS DESIGNED, TESTS SHOWED THE MECHANISM OFFERED LITTLE RESISTANCE TO INADVERTENT MOVEMENT TO THE UP POSITION.

Brief of Accident (Continued)

File No. - 197

3/23/85

HOT SPRINGS, AR

A/C Reg. No. N508SS

Time (Lc1) - 1045 CST

-----  
Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - INADEQUATE - COPILOT
2. LANDING GEAR, GEAR SWITCH - INADEQUATE
3.     AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL
4. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 196      5/07/85      GRADY,AR

A/C Reg. No. N1754S

Time (Lc1) - 0820 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -AERIAL APPLICATION

Flight Conducted Under      -14 CFR 137

Accident Occurred During      -MANEUVERING

Fire      Crew      0  
NONE      Pass      0

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

Make/Model - AERO COMMANDER S2R  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 6900  
No. of Seats - 1

Eng Make/Model - P & W R1340 SERIES  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/002 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4200      Last 24 Hrs - 6  
Make/Model- 1500      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

AG AIRPLANE WAS BEING FLOWN ON A SPRAY RUN WHEN THE LEFT WING HIT A TREE. IMPACT WITH TREE AND GROUND DEMOLISHED THE AIRPLANE. PILOT WAS WEARING HELMET AND SEAT BELT AND SHOULDER HARNESS WAS FASTENED. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 196

5/07/85

GRADY, AR

A/C Reg. No. N1754S

Time (Lcl) - 0820 CDT

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

Finding(s)  
1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND  
2. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 181

5/16/85

MONTICELLO, AR

A/C Reg. No. N737LE

Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

1

None

0

0

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

Make/Model - CESSNA R182  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MILLINGTON, TN  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MONTICELLO MUNI  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY  
ROUGH

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

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

Age - 48  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - R182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1136  
Make/Model- 116  
Instrument- 0  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

PLT SELECTED GRASSY AREA ON ARPT FOR LANDING. THE GRASSY AREA WAS MORE CLOSELY ALIGNED WITH THE SURFACE WINDS THAN THE AVAILABLE RUNWAYS. THE GRASSY AREA HAS A UTILITY LINE ACROSS THE APCH END AND A DITCH ON THE DEPARTURE END. THE LANDING WAS LONG AND HOT AND THE ACFT BALLOONED DURING TOUCHDOWN. THE PLT SAID HE SELECTED FLAPS DURING THE TOUCHDOWN SEQUENCE AND CONTINUED THE LANDING. THE PLT SAID THE BRAKES WERE NOT EFFECTIVE ON THE ROUGH, GRASSY SURFACE. WHEN THE PLT RECOGNIZED ACFT WOULD NOT STOP ON THE LANDING AREA HE SELECTED MORE FLAPS BUT ACFT COLLIDED WITH THE DITCH. SOMETIME AFTER THE ACCIDENT THE PLT DISCOVERED THAT THE FLAPS HAD NOT EXTENDED DURING THE LANDING ROLL. THE FLAPS WOULD NOT EXTEND WHEN ZERO TO 20' DOWN WAS SELECTED BUT DID WORK AT HIGHER SETTINGS.

Brief of Accident (Continued)

File No. - 181

5/16/85

MONTICELLO, AR

A/C Reg. No. N737LE

Time (Lcl) - 1730 CDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. FLIGHT CONTROL, FLAP - INOPERATIVE
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 64      1/17/85      SAN CARLOS, AZ      A/C Reg. No. N3820S      Time (Lcl) - 1740 MST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SAN CARLOS</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 7200/ 70</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 26      Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 26      Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0      Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT OVER ROTATED THE ACFT WHILE PRACTICING A SOFT FIELD TAKEOFF. IN AN ATTEMPT TO GAIN AIRSPEED THE ACFT STALLED AND IMPACTED THE RWY.

Brief of Accident (Continued)

File No. - 64

1/17/85

SAN CARLOS, AZ

A/C Reg. No. N3820S

Time (Lcl) - 1740 MST

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 26      1/22/85      SAHUARITA,AZ      A/C Reg. No. N2403A      Time (Lcl) - 1700 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TUCSON,AZ  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

SAHURITA ABANDONED  
Runway Ident - 12  
Runway Lth/Wid - 4000 -UNK/NR  
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)  
ATP  
SE LAND,ME LAND

Age - 36  
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 - 8039  
Make/Model- 150  
Instrument- 470  
Multi-Eng - 2743  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT VEERED TO THE RIGHT DURING LANDING ROLL ON AN ABANDONED AIRSTRIIP. RIGHT WING CONTACTED A TREE APRX 1 FT INBOARD ON RIGHT WING TIP DEFORMING THE MAIN SPAR. TREES LINED BOTH SIDES OF THE AIRSTRIIP.

Brief of Accident (Continued)

File No. - 26

1/22/85

SAHUARITA,AZ

A/C Reg. No. N2403A

Time (Lc1) - 1700 MST

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Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
  3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 108      1/28/85      GRAND CANYON, AZ      A/C Reg. No. N4852G      Time (Lcl) - 1338 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LAS VEGAS, NV	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GRAND CANYON
Wind Dir/Speed- 190/013 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8999/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 158	Last 24 Hrs - 2
SE LAND	Months Since - 0	Make/Model- 158	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 14
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE 50 YEAR OLD PRIVATE PILOT, WITH A TOTAL OF 158 FLIGHT HOURS, SAID THE LANDING WAS MADE ON THE RIGHT HALF OF THE 150 FT WIDE RWY. AS HE ATTEMPTED TO STEER TO THE MIDDLE OF THE RWY THE ACFT SKIDDED OFF THE LEFT SIDE OF THE RWY AND CONTACTED A SNOW BANK APRX 3000 FT FROM THE APCH END OC THE RWY. A WEATHER OBSERVATION TAKEN IMMEDIATELY AFTER THE ACCIDENT RECORDED WIND FROM 190 DEGS AT 13 KTS. THE PLT REPORTED THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS OF THE ACFT.

Brief of Accident (Continued)

File No. - 108

1/28/85

GRAND CANYON,AZ

A/C Reg. No. N4852G

Time (Lc1) - 1338 MST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 87      1/04/85      CAMARILLO, CA      A/C Reg. No. N5194U      Time (Lc1) - 1405 PST

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point VAN NUYS, CA	
Method - N/A	Destination SAME AS ACC/INC	Airport Data CAMARILLO
Completeness - N/A		Runway Ident - 08
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 6000/ 150
Wind Dir/Speed- VARIABLE/020 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 105
SE LAND	Months Since - 16	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 6
		Last 30 Days- 11
		Instrument- 2
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT UPON LANDING A STRONG GUST OF WIND CAUSED THE ACFT TO DEVIATE TO THE LEFT. APPLICATION OF THE APPROPRIATE FLIGHT CONTROLS DID NOT ARREST THE DEVIATION. BRAKES WERE APPLIED BUT NOT IN TIME TO PREVENT THE ACFT FROM EXITING THE RWY. THE ACFT NOSED OVER AS IT EXITED THE RWY AND ENTERED ONTO THE ROUGH TERRAIN. THE ARPT MGR REPORTED THAT STRONG GUSTY, VARIABLE WINDS PREVAILED AT THE TIME OF THE ACCIDENT. THERE IS NO CONTROL TWR AT THE ARPT.

Brief of Accident (Continued)

File No. - 87

1/04/85

CAMARILLO, CA

A/C Reg. No. N5194U

Time (Lc1) - 1405 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 59 1/05/85 EL MONTE, CA

A/C Reg. No. N58816

Time (Lcl) - 0914 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA 182P

Eng Make/Model - CONTINENTAL O-470-R25

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2950

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - 20000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Age - 65

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1443

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 7

Make/Model- 871

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 72

Last 90 Days- 4

Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 300 FT AGL, A TTL LOSS OF PWR WAS EXPERIENCED. THE PLT ATTEMPTED A FORCED LANDING IN A RESIDENTIAL AREA BUT UPON REALIZING THE AREA WAS TOO CONGESTED, THE ACFT WAS INTENTIONALLY LANDED IN A LARGE TREE. POST ACCIDENT EXAMINATION REVEALED WATER IN THE FUEL TANKS AND IN THE CARBURETOR FUEL LINE.

Brief of Accident (Continued)

File No. - 59

1/05/85

EL MONTE, CA

A/C Reg. No. N58816

Time (Lc1) - 0914 PST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUEL SYSTEM - WATER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 32      1/06/85      SUNLAND,CA

A/C Reg. No. N13355

Time (Lcl) - 1425 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model - CROWDER GREAT LAKES  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1570  
No. of Seats - 2

Eng Make/Model - ELIZALDE,S.A. TIGRE G-IV      ELT Installed/Activated - YES/NO  
Number Engines - 1      Stall Warning System - NO  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

Weather Data

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

Basic Weather - VMC  
Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - 5000 FT THIN OVC

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UPLAND,CA

Destination

SANTA PAULA,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 68

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - GR.LAKE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	921	Last 24 Hrs -	1
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Make/Model-	233	Last 30 Days-	2
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Instrument-	0	Last 90 Days-	4
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 2100 FT AGL, THE ENGINE BEGAN TO VIBRATE AND A TTL LOSS OF PWR OCCURRED. PLT MADE FORCED LANDING INTO THE TOP OF A TREE. INSPECTION REVEALED THAT THE 4 HOLD DOWN BOLTS/STUDS WHICH HOLD THE #2 CYLINDER TO THE CASE HAD FAILED ALLOWING THE CYLINDER TO SEPARATE FROM THE ENGINE. PLT STATED THE BOLTS HAD NEVER BEEN REMOVED AND RE-TORQUED ON THE ENGINE.

Brief of Accident (Continued)

File No. - 32

1/06/85

SUNLAND, CA

A/C Reg. No. N13355

Time (Lcl) - 1425 PST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - SEPARATION
  2. ENGINE ASSEMBLY, MOUNT - FAILURE, TOTAL
  3. ENGINE ASSEMBLY, MOUNT - UNDETERMINED
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
  5. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 60      1/08/85      TRIMMER,CA      A/C Reg. No. N59549      Time (Lcl) - 0915 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

Eng Make/Model      - ALLISON 250-C20B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 317 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 310/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FRESNO,CA  
Destination  
LAKE WISHON,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 40  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 4820	Last 24 Hrs	- 1
Make/Model-	850	Last 30 Days-	UNK/NR
Instrument-	100	Last 90 Days-	76
Multi-Eng	- 20	Rotorcraft	- 4450

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE HELICOPTER LOST PWR DURING CRUISE WHEN HE ATTEMPTED TO ADD PWR TO CLIMB. HE STATED THAT N2 DECREASED ALONG WITH THE ACTIVATION OF VISUAL AND AUDIO ENGINE OUT WARNINGS. AN AUTOROTATION WAS PERFORMED TO A ROAD, HOWEVER, THE HELICOPTER SLID OFF THE ROAD AND DOWN A 50 DEG SLOPE IN THE TERRAIN BEFORE COMING TO REST. POST ACCIDENT TESTS REVEALED THE FUEL GOVERNOR, P/N 104100A12-A8, HAD AN EXCESSIVE LEAKAGE RATE AT THE BYPASS VALVUE AND THE DECELERATION AND SLOPE TESTS WERE OUT OF LIMITS. WHEN RETESTED, THE GOVERNOR WAS FOUND CAPABLE OF NORMAL OPERATION.

Brief of Accident (Continued)

File No. - 60

1/08/85

TRIMMER, CA

A/C Reg. No. N59549

Time (Lc1) - 0915 PST

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
-----

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

Finding(s)

3. TERRAIN CONDITION - DOWNHILL  
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 31 1/10/85 SNELLING,CA

A/C Reg. No. N99021

Time (Lcl) - 1640 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -STANDING

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

Make/Model - BELL 204

Eng Make/Model - LYCOMING 653-11

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 8600

Engine Type - TURBOSHAFT

No. of Seats - UNK/NR

Rated Power - 1100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/001 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DELHI,CA

Destination

SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 58

Medical Certificate - NON-VALID MEDICAL

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 30450

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - 11

Make/Model- 1000

Last 30 Days- 20

HELICOPTER

Aircraft Type - 206-B

Instrument- 0

Last 90 Days- 55

Multi-Eng - 3000

Rotorcraft - 7450

Instrument Rating(s) - NONE

-----Narrative-----

PLT VACATED THE ACFT WITH ENGINE AT IDLE & WITH THE BLADES TURNING TO REFUEL. THE LANDING PLATFORM MOUNTED ON THE "NURSE" TRUCK WAS SLIPPERY FROM AN OIL & COPPER MIXTURE USED IN THE SPRAYING OPERATION. THE HELICOPTER STARTED TO SLIDE & THE PLT REBOARDED JUST AS IT FELL OFF THE TRUCK.

Brief of Accident (Continued)

File No. - 31

1/10/85

SNELLING,CA

A/C Reg. No. N99021

Time (Lc1) - 1640 PST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      STANDING - IDLING ROTORS

Finding(s)

1. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 138      1/13/85      COMPTON, CA      A/C Reg. No. N9755T      Time (Lcl) - 1045 PST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 118 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LONG BEACH, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	COMPTON, CA	COMPTON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 3670/ 60
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 54
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 53
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

AS THE STUDENT PLT WAS ABOUT TO TOUCHDOWN ON RWY 25L THE ACFT SWERVED TO THE LEFT. HE ATTEMPTED A GO-AROUND & IN ORDER TO AVOID PARKED ACFT TO THE SOUTH OF THE ADJACENT TAXIWAY HE APPLIED AFT ELEVATOR & STALLED THE ACFT, LANDING UPON & DESTROYING TWO OTHER ACFT & SUBSEQUENTLY DAMAGING A THIRD. THE WIND WAS CALM 6 MILES SOUTH OF THE ACCIDENT SITE. ACCORDING TO THE PLT THE WIND AT THE ACCIDENT SITE WAS FROM THE NORTH & BLEW THE ACFT TO THE LEFT. THE PLT'S LOGBOOK REVEALED NO DOCUMENTED GO-AROUND PRACTICE.

Brief of Accident (Continued)

File No. - 138

1/13/85

COMPTON,CA

A/C Reg. No. N9755T

Time (Lc1) - 1045 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)

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

Finding(s)

7. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 8      1/13/85      PLACERVILLE, CA      A/C Reg. No. N14000      Time (Lcl) - 1150 PST

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

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

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

Make/Model	- WACO YKC	Eng Make/Model	- JACOBS R755	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 245 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	SAN JOSE, CA		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	PLACERVILLE, CA	SWANSBORO COUNTY	
Wind Dir/Speed	- CALM		Runway Ident	- 27
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 3235/ 50
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		- TRAFFIC PATTERN
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 272	Last 24 Hrs - 4
SE LAND	Months Since - 6	Make/Model - 202	Last 30 Days - 7
	Aircraft Type - YKC	Instrument - 0	Last 90 Days - 22
		Multi-eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS LINED UP ON RWY BUT PLT MISJUDGED HEIGHT AND ACFT STALLED APRX 3 FT ABOVE THE GROUND. ACFT BOUNCED AND UPON CONTACTING THE GROUND VEERED RIGHT. PLT OVER COMPENSATED AND ACFT GROUND LOOPED TRAVELING OFF LEFT SIDE OF RWY INTO A ROAD. THE POND IS APRX 60 FT SOUTH OF THE AIRSTRIP MID-FIELD. LEFT MAIN GEAR WAS SHEARED OFF.

Brief of Accident (Continued)

File No. - 8 1/13/85 PLACERVILLE, CA A/C Reg. No. N14000 Time (Lcl) - 1150 PST

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

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

Finding(s)

7. TERRAIN CONDITION - WATER, GLASSY
- 

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

Finding(s)

8. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 128      1/18/85      NEWHALL,CA      A/C Reg. No. N830V      Time (Lcl) - 1045 PST

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

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

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

Make/Model - BELL 205A-1	Eng Make/Model - LYCOMING T3313 B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 9500	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 1250 HP	

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

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

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2573
NONE	Months Since - 8	Make/Model- 1320
HELICOPTER	Aircraft Type - 206-B	Instrument- 210
		Last 24 Hrs - 1
		Last 30 Days- 25
		Last 90 Days- 133
		Rotorcraft - 2573

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THIS HELICOPTER COLLIDED WITH HILLY TERRAIN WHILE CIRCLING AT A LOW ALTITUDE. IT WAS FOLLOWING ANOTHER HELICOPTER IN A CLOCKWISE CIRCULAR PATTERN AT THE TIME, AND BEING FILMED FOR THE T.V. SERIES "AIR WOLF". ONE WITNESS OBSERVED THE HELICOPTER DECENDING IN THE FINAL TURN, INSTEAD OF LEVELING OFF, UNTIL IT WAS VERY CLOSE TO THE GROUND. AS IT APPROACHED A SMALL KNOLL GROUND CONTACT OCCURRED. THE ENGINE WAS HEARD RUNNING FOR SEVERAL SECONDS AFTER IMPACT. POST IMPACT FIRE WAS THE CAUSE OF THE DEATH OF THE PASSENGER.

Brief of Accident (Continued)

File No. - 128

1/18/85

NEWHALL,CA

A/C Reg. No. N830V

Time (Lc1) - 1045 PST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 135      1/21/85      PALM SPRINGS, CA      A/C Reg. No. N55XV      Time (Lcl) - 1405 PST

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

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

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

Make/Model - HELIO COURIER H-250	Eng Make/Model - LYCOMING G0-480-GID6	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 295 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	IMPERIAL, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALM SPRINGS, CA	PALM SPRINGS
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7013/ 150
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 527
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 527
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED UPON LANDING IN CALM WIND CONDITIONS AND THE LEFT MAIN GEAR LEG BROKE OFF WHEREUPON THE ACFT GROUND LOOPED TO THE RIGHT. INSPECTION REVEALED RUST ON BOTH SIDES OF THE GEAR STRUT ABOUT 6 INCHES BELOW THE FUSELAGE WHERE A BRACE IS WELDED TO THE STRUT. THE RUST AREA WAS HIDDEN FROM VIEW BY PAINT.

Brief of Accident (Continued)

File No. - 135

1/21/85

PALM SPRINGS, CA

A/C Reg. No. N55XV

Time (Lc1) - 1405 PST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

2. LANDING GEAR, MAIN GEAR STRUT - CORRODED
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER PERSON

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 101      1/28/85      HOLLISTER,CA      A/C Reg. No. N5343Q      Time (Lc1) - 1415 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point HOLLISTER,CA	
Method - N/A	Destination UNKNOWN,UN	Airport Data FRAZIER LAKE AIRPARK
Completeness - N/A	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 270/008 KTS	Type of Clearance - NONE	Runway Surface - UNK/NR
Visibility - 6.0 SM	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Lowest Sky/Clouds - UNK/NR		
Lowest Ceiling - 1100 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 13	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ATTEMPTED TO TAKEOFF FROM A TAXIWAY. THE TAKEOFF WAS ABORTED. BUT THE ACFT CONTINUED OFF THE END OF THE TAXIWAY. PLT'S MEDICAL CERTIFICATE HAD EXPIRED, AND HE DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 101

1/28/85

HOLLISTER, CA

A/C Reg. No. N5343Q

Time (Lcl) - 1415 PST

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Occurrence

OVERRUN

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNAPPROVED
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. ABORT ABOVE V1 - DELAYED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 78      1/30/85      LOWER LAKE,CA      A/C Reg. No. N269E      Time (Lcl) - 1415 PST

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

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

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

Make/Model - HELIO H-295	Eng Make/Model - LYCOMING G0-480-G1D6	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 295 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	PEARCE FIELD
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2485/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 463
SE LAND	Months Since - 17	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 12
		Last 30 Days- UNK/NR
		Instrument- 77
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED TO ABORT A TAKEOFF AS THE ACFT BECAME AIRBORNE AT APRX 40 MPH. THE RIGHT MAIN GEAR COLLAPSED WHEN THE ACFT TOUCHED DOWN WHILE IT WAS YAWED TO THE LEFT.

Brief of Accident (Continued)

File No. - 78

1/30/85

LOWER LAKE, CA

A/C Reg. No. N269E

Time (Lc1) - 1415 PST

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

Finding(s)

1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 139      1/31/85      APPLE VALLEY, CA      A/C Reg. No. N9018T      Time (Lc1) - 1020 PST

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

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

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

Make/Model	- CESSNA 182C	Eng Make/Model	- CONTINENTAL O-470-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/007 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WICKENBURG, AZ</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>APPLE VALLEY</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 6500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 62</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 - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO ENTER THE LEFT DOWNWIND LEG AT A LOW ALT OF ABOUT 200 FT AGL. THE ENGINE STOPPED COMPLETELY, & THE PLT ATTEMPTED TO LAND ON THE RUNWAY, BUT IMPACTED THE GROUND SHORT & TO THE LEFT OF THE APCH END OF THE RWY. WING FLAPS WERE FOUND FULLY RETRACTED. FUEL WAS FOUND IN BOTH WING TANKS, BUT THE CARBURETOR BOWL CONTAINED ONLY A FEW DROPS OF FUEL. NO DISCREPANCIES WERE FOUND WITH THE ENGINE OR FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 139

1/31/85

APPLE VALLEY, CA

A/C Reg. No. N9018T

Time (Lc1) - 1020 PST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. ALTITUDE - BELOW - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 88      2/10/85      CAMARILLO, CA      A/C Reg. No. N212Y      Time (Lcl) - 1345 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - BEECH 65  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7700  
No. of Seats      - 9

Eng Make/Model      - LYCOMING IGSO-480-A1E6  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 340 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

CAMARILLO  
Runway Ident      - 08  
Runway Lth/Wid      - 6020/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

Wind Dir/Speed- 220/004 KTS  
Visibility      - 25.0 SM

ATC/Airspace

Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT  
Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

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

Pilot-In-Command

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

Age - 37

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

Medical Certificate - EXPIRED

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN INSPECTION OF RWY 8 DISCLOSED THE ACFT TOUCHED DOWN ON THE TWO MAIN GEAR SIMULTAINEOUSLY, FOLLOWED IMMEDIATELY BY THE COLLAPSE OF THE NOSE GEAR. THE ACFT'S NOSE & BOTH PROPELLERS CONTACTED THE RWY, WITH NO INDICATION OF A YAW. THE NOSE GEAR ACTUATOR ASS'Y STRUT WAS PUSHED UPWARD THROUGH THE TOP SKIN OF THE ACFT'S NOSE. ALL FAILED PARTS APPEARED TO HAVE FAILED AS A RESULT OF OVERLOAD.

Brief of Accident (Continued)

File No. - 88

2/10/85

CAMARILLO, CA

A/C Reg. No. N212Y

Time (Lc1) - 1345 PST

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

Finding(s)  
1. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL  
2. FLARE - IMPROPER - PILOT IN COMMAND  
3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 94      2/15/85      CORONA, CA      A/C Reg. No. N74315      Time (Lcl) - 1205 PST

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

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

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

Make/Model - BELLANCA 14-13-2	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1780	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	RIVERSIDE, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CORONA, CA	CORONA MUNICIPAL
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 361
SE LAND	Months Since - 2	Make/Model- 22
	Aircraft Type - C-150	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE ACFT WAS ON FINAL APCH THE PLT TRIED TO SLOW THE ACFT BY LOWERING THE LANDING GEAR AND FLAPS. THE ACFT SINK RATE INCREASED AND THE ACFT CONTACTED TREES BEFORE THE PLT APPLIED POWER. THE ACFT TOUCHED DOWN 50 FT SHORT OF RWY IN SOFT GROUND WHERE THE MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 94

2/15/85

CORONA, CA

A/C Reg. No. N74315

Time (Lc1) - 1205 PST

Occurrence #1       UNDERSHOOT  
Phase of Operation   LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
2.     IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT OBTAINED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

Finding(s)

6. TERRAIN CONDITION - SOFT
7. LANDING GEAR, WHEEL - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 93 2/20/85 STOCKTON, CA

A/C Reg. No. N4021A

Time (Lcl) - 0900 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

1

1

0

0

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

Make/Model - BELL 47G-2

Landing Gear - SKID

Max Gross Wt - 2300

No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-A1B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 200 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/025 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TURLOCK, CA

Destination

STOCKTON, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

SOFT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - 12E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 11000

Make/Model- 350

Instrument- UNK/NR

Multi-Eng - 150

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 1200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG EXPERIENCED A TTL LOSS OF PWR DURING CRUISE FLT AT 300-400 FT AGL. THE PLT PERFORMED AN AUTOROTATION INTO A GRAPE VINEYARD WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE HELICOPTER. CAUSE OF THE LOSS OF PWR WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 93

2/20/85

STOCKTON, CA

A/C Reg. No. N4021A

Time (Lc1) - 0900 PST

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

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 61      2/22/85      YUBA CITY, CA      A/C Reg. No. N4846E      Time (Lcl) - 1520 PST

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

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

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

Make/Model	- CHAMPION 7GC	Eng Make/Model	- LYCOMING O-290	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 135 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	SUTTER COUNTY ARPT
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 35
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	Type Apch/Lndg	- 3040/ 75
Obstructions to Vision		Runway Surface
Precipitation		- ASPHALT
Condition of Light		Runway Status
		- DRY

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 20	- 832
	Aircraft Type	- C-182	Make/Model-
			6
			Instrument-
			0
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PLT WAS INFORMED BY ANOTHER PLT THAT HIS RIGHT MAIN LANDING GEAR WAS HANGING DOWN. THE PLT PERFORMED A FLY-BY THEN PROCEEDED TO LAND THE ACFT IN A GRASS AREA BETWEEN THE RUNWAY AND TAXIWAY. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 61

2/22/85

YUBA CITY, CA

A/C Reg. No. N4846E

Time (Lc1) - 1520 PST

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Occurrence #1 MAIN GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR - UNDETERMINED
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 80      2/25/85      CONCORD, CA      A/C Reg. No. N64JK      Time (Lc1) - 1038 PST

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

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

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

Make/Model	- CESSNA 421	Eng Make/Model	- CONTINENTAL GTS10-520-H	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 375 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>INYOKERN, CA</p> <p>Destination</p> <p>CONCORD, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>BUCHANAN</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 4700/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - BE-76</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 213</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model</td> <td>- 41</td> <td>Last 30 Days</td> <td>- 16</td> </tr> <tr> <td>Instrument</td> <td>- 15</td> <td>Last 90 Days</td> <td>- 18</td> </tr> <tr> <td>Multi-Eng</td> <td>- 41</td> <td colspan="2"></td> </tr> </table>	Total	- 213	Last 24 Hrs	- 3	Make/Model	- 41	Last 30 Days	- 16	Instrument	- 15	Last 90 Days	- 18	Multi-Eng	- 41		
Total	- 213	Last 24 Hrs	- 3															
Make/Model	- 41	Last 30 Days	- 16															
Instrument	- 15	Last 90 Days	- 18															
Multi-Eng	- 41																	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SUSTAINED WING SPAR DAMAGE DURING A HARD LANDING. PLT STATED HE MISJUDGED HEIGHT OF THE ACFT OVER THE RWY AND LET THE AIRSPEED BECOME TOO SLOW DURING THE LANDING.

Brief of Accident (Continued)

File No. - 80 2/25/85 CONCORD, CA

A/C Reg. No. N64JK

Time (Lc1) - 1038 PST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. FLARE - MISJUDGED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 136      2/25/85      SANTA BARBARA, CA      A/C Reg. No. N85550      Time (Lcl) - 1502 PST

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

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

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

Make/Model - ROBINSON R-22A	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO	N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1300	Engine Type - UNK/NR		
No. of Seats - 2	Rated Power - 124 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA BARBARA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOS ANGELES, CA	Runway Ident - N/A
Wind Dir/Speed- 250/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 37
		Rotorcraft - 37

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT STATED THAT WHILE FLYING THE LAST LEG OF A SOLO CROSS COUNTRY FLIGHT HE WAS FLYING ALONG THE COAST AT 50 TO 75 FEET, HE DIVERTED HIS ATTENTION TO LOOK AT THE A MAN ON THE BEACH AND WHEN HE LOOKED BACK AT THE INSTRUMENTS HE NOTICED THE HELICOPTER WAS DESCENDING. BEFORE THE DESCENT RATE COULD BE ARRESTED THE HELICOPTER CRASHED INTO THE PACIFIC OCEAN. THE PILOT DOES NOT SUSPECT HE LOST POWER AT THE TIME HE ATTEMPTED TO ARREST HIS DESCENT AND POST CRASH INSPECTION OF THE ENGINE REVEALED NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 136

2/25/85

SANTA BARBARA, CA

A/C Reg. No. N85550

Time (Lc1) - 1502 PST

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. DESCENT - NOT FOLLOWED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 79 2/28/85 FREMONT, CA

A/C Reg. No. N4363Z

Time (Lc1) - 1036 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-18-180

Eng Make/Model - LYCOMING O-316-A3A

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1750

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 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

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

GLIDER

Age - 71

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - 103

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6835

Last 24 Hrs - 4

Make/Model- 77

Last 30 Days- 55

Instrument- 309

Last 90 Days- 128

Multi-Eng - 2193

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A BARBED WIRE FENCE AND ROUGH TERRAIN DURING AN EMERGENCY LANDING FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. THE PLT STATED THAT TWO PWR INTERRUPTIONS OCCURRED DURING THE TAKEOFF BEFORE THE FINAL PWR LOSS AND HE SUSPECTED FUEL CONTAMINATION AS THE PROBLEM.

Brief of Accident (Continued)

File No. - 79

2/28/85

FREMONT, CA

A/C Reg. No. N4363Z

Time (Lc1) - 1036 PST

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

Finding(s)  
1. FUEL SYSTEM - UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)  
2. OBJECT - FENCE

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 144      3/08/85      S LAKE TAHOE,CA      A/C Reg. No. N8278Y      Time (Lcl) - 1910 PST

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

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

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

Make/Model - PIPER PA-44-180T	Eng Make/Model - LYCOMING T0-360-E1A6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3925	Engine Type - TURBOPROP	
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	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	RENO,NV	S. LAKE TAHOE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8544/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 2725
SE LAND,ME LAND	Months Since - 8	Make/Model- 16
	Aircraft Type - UNK/NR	Instrument- 160
		Multi-Eng - 1275
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK DURING LNDG. THE PLT SAID HE NOTICED FOG MOVING IN AND AFTER TOUCHING DOWN HE STARTED BRAKING "RIGHT AWAY". A SKIDDING ACTION TOOK PLACE AND THE ACFT WENT TO THE LEFT INTO A SNOW BANK. NO MECHANICAL OR PHYSICAL DISCREPANCIES OF A CAUSAL NATURE WERE REVEALED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 144

3/08/85

S LAKE TAHOE, CA

A/C Reg. No. N8278Y

Time (Lcl) - 1910 PST

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Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT

Phase of Operation      LANDING - ROLL

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----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 95      3/15/85      PASO ROBLES, CA      A/C Reg. No. N887OR      Time (Lc1) - 1700 PST

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

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

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

Make/Model	- BELLANCA 14-19	Eng Make/Model	- CONTINENTAL IO-470-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 260 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/014 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PASO ROBLES</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 7</p> <p style="padding-left: 20px;">Aircraft Type - 14-19</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 713</p> <p style="padding-left: 40px;">Make/Model- 713</p> <p style="padding-left: 40px;">Instrument- 9</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 3</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PULLED THE PROP THROUGH BY HAND AFTER ATTEMPTS TO START THE ACFT FAILED. THE UNOCCUPIED ACFT STARTED AND TRAVELED APRX 200 FT BEFORE CONTACTING THE LEFT WING OF ANOTHER ACFT. INSPECTION REVEALED THE "P" LEAD ON THE LEFT MAGNETO WAS NOT GROUNDED. THE ACFT HAD NOT BEEN FLOWN FOR APRX 3 MONTHS.

Brief of Accident (Continued)

File No. - 95

3/15/85

PASO ROBLES, CA

A/C Reg. No. N8870R

Time (Lcl) - 1700 PST

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)

1. IGNITION SYSTEM - IMPROPER
  2. IGNITION SYSTEM - ENGAGED
  3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
  5. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 137      3/15/85      TRUCKEE, CA      A/C Reg. No. N5823X      Time (Lcl) - 1430 PST

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

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

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

Make/Model - ENGEL ENGEL AIR	Eng Make/Model - CONTINENTAL A-75-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 782	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRUCKEE-TAHOE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 276
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 4
		Last 30 Days- 4
		Instrument- 2
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

PLT BUILT THIS ACFT AND THIS WAS THE 4TH TEST FLIGHT. PLT WAS LINED UP ON RWY 28 FOR TAKEOFF. UPON ROLLING LIFT OFF PLT LOST DIRECTIONAL CONTROL AND RAN INTO A TALL SNOW BANK.

Brief of Accident (Continued)

File No. - 137

3/15/85

TRUCKEE, CA

A/C Reg. No. N5823X

Time (Lcl) - 1430 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. RUNNING TAKEOFF - ATTEMPTED - PILOT IN COMMAND
- 

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

Finding(s)

3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 92      3/17/85      BYRON, CA      A/C Reg. No. N2369P      Time (Lc1) - 1000 PST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1576	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 2500 FT SCATTERED Lowest Ceiling - 20000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN GO AROUND TOUCH AND GO	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> BYRON AIRPARK Runway Ident - 22 Runway Lth/Wid - 2220/ 30 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 26 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - BE-24R	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 625 Make/Model- 200 Instrument- 81 Last 24 Hrs - 3 Last 30 Days- 40 Last 90 Days- 110
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI & STUDENT PLT WERE PRACTICING TAKEOFFS & LANDINGS. DURING THE STUDENTS SECOND APCH, THE ACFT WAS TOO HIGH & FAST. THE ACFT TOUCHED DOWN MIDFIELD, LEFT OF THE RWY, & IN THE GRASS. THE CFI APPLIED PWR TO TAKEOFF, HOWEVER, THE ACFT STALLED AND THE LEFT WING TIP HIT THE GROUND & A FENCE POST. THE STUDENT PLT HAD A TOTAL OF 40 HRS DUAL & HAD NOT SOLOED.

Brief of Accident (Continued)

File No. - 92

3/17/85

BYRON, CA

A/C Reg. No. N2369P

Time (Lc1) - 1000 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - DUAL STUDENT
  2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  4. STALL - UNCONTROLLED - PILOT IN COMMAND(CFI)
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 134      3/23/85      BANNING, CA      A/C Reg. No. N6653G      Time (Lcl) - 1340 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BANNING
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wld - 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	TOUCH AND GO	

-----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)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE 50 FT AGL WHILE MANEUVERING OVER A FREEWAY AT LOW ALT. A PALM SPRINGS ATC EMPLOYEE WHO WAS DRIVING HIS CAR IN THE EASTBOUND LANE OF I-10 APRX 10 NM EAST OF THE BANNING ARPT, OBSERVED THE ACCIDENT ACFT ON A WESTBOUND HEADING AT ABOUT 30 FT AGL. A FEW MOMENTS LATER THE SAME OBSERVER SAW THE SAME ACFT FLYING EASTBOUND AS IT FLEW OVER HIS CAR AT AN ESTIMATED ALT OF 30 TO 50 FT AGL. THE ACFT WAS IN A LEVEL FLT ATTITUDE AND APPARENTLY IN NO DIFFUCULTY. THE OBSERVER SAW THE ACFT COLLIDED WITH AN OVERHEAD WIRE AND PITCH DOWN. THE ACFT WAS RECOVERED FROM THE FREEWAY CENTER SECTION WITH A HIGH TENSION WIRE IMBEDDED IN THE LEADING EDGE OF BOTH MAIN LNDG GEAR STRUTS NEXT TO THE FUSELAGE. THE HEIGHT OF THE WIRES WAS MEASURED AS 50 FT AGL BY CHIPS (CA HWY PATROL OFFICERS). THE STUDENT PLT HAD BEEN INSTRUCTED TO PRACTICE TAKEOFF & LNDGS. THIS WAS DONE FOR ABOUT 1+ HRS AS THE CFI WATCHED. AFTER 2 HRS, THE ACFT LEFT THE ARPT AREA. 15 MINUTES LATER, THE CFI WAS INFORMED OF THE CRASH 8 MILES EAST OF THE ARPT.

Brief of Accident (Continued)

File No. - 134

3/23/85

BANNING, CA

A/C Reg. No. N6653G

Time (Lc1) - 1340 PST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. LOW PASS - PERFORMED - PILOT IN COMMAND

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

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

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 68 1/02/85 YODER,CO

A/C Reg. No. N2112K

Time (Lcl) - 1707 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL

Basic Weather - VMC  
Wind Dir/Speed- 350/009 KTS  
Visibility - 100.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 7500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
TULSA,OK  
Destination  
ENGLEWOOD,CO

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND,ME LAND

Age - 30

Biennial Flight Review

Current - YES  
Months Since - 7  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	194	Last 24 Hrs -	4
Make/Model-	9		Last 30 Days-	10
Instrument-	24		Last 90 Days-	10
Multi-Eng -	26			

Instrument Rating(s) - NONE

-----Narrative-----

ENGINE QUIT DURING CRUISE FLIGHT. PILOT MADE FORCED LANDING ON DIRT ROAD DURING WHICH THE ACFT VEERED OFF THE ROAD AND COLLIDED WITH A FENCE POST. FIRE DEPARTMENT OFFICIALS REPORTED NO EVIDENCE OF FUEL EITHER IN THE FUEL TANKS OR AROUND THE ACFT.

Brief of Accident (Continued)

File No. - 68

1/02/85

YÖDER,CO

A/C Reg. No. N2112K

Time (Lc1) - 1707 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
6. LIGHT CONDITION - DUSK
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - FENCE

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 118      1/13/85      LITTLETON, CO      A/C Reg. No. N81DS      Time (Lcl) - 0915 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - RAVEN S55A  
Landing Gear - N/A  
Max Gross Wt - 600  
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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 180/030 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHATFIELD RESER, CO  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
NONE  
FREE BALLOON

Age - 35  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - S55

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- 144	Last 24 Hrs	- UNK/NR
Make/Model-	144	Last 30 Days-	1
Instrument-	0	Last 90 Days-	2
		Rotorcraft	- 144

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON ENVELOPE COLLIDED WITH POWER LINES AFTER DRAGGING THE BASKET & OCCUPANTS APRX 200 YARDS ALONG AN OPEN FLD AND THROUGH A FENCE WHICH DAMAGED THE BASKET CONTAINING THE OCCUPANTS. THE BALLOON PLT SAID THAT THE WIND WAS ONLY 5 KTS AT TAKEOFF BUT AFTER 30 MINUTES OF FLT A WIND DESCRIBED BY THE PLT AS "SHEER (SIC) FROM APRX 150 FT TO SURFACE, 30-35 MPH-FLAPGS ON FLAG POLES STANDING STRAIGHT OUT-LOOKED FOR LNDG AREA-VENTED THE BALLOON & PREPARED FOR LNDG." FURTHER ATATEMENT BY THE PLT CONTAINED INFO THAT THE VENT OPENING CREATED A SAIL EFFECT TO INCREASE THE RESULTANT DRAG. PLT ALSO SAID, "TRIED PULLING TOP OUT OF BALLOON BUT ONLY 1/3 OF TOP RELEASED CAUSING A DRAGGING EFFECT." THE BALLOON ENVELOPE FINALLY CONTACTED & DRAPED OVER THE POWER LINES & WAS DAMAGED DURING THE CONTACT & LATER DURING REMOVAL. INTERVIEWS WITH SEVERAL COMMERCIAL BALLOON PLTS & A REPRESENTATIVE OF RAVEN INDUSTRIES, SIOUX FALLS, SD, REVEALED THAT MOST BALLOON PLTS CAN EXPECT A SAFE LNDG IN WINDS OF 10 MPH OR LESS & A RISK IN HIGHER WINDS.

Brief of Accident (Continued)

File No. - 118

1/13/85

LITTLETON, CO

A/C Reg. No. N81DS

Time (Lc1) - 0915 MST

Occurrence #1      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INACCURATE - ATC PERSONNEL(FSS)
4. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND
5. JUDGEMENT - INACCURATE - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE
7. OBJECT - WIRE, TRANSMISSION
8. BALLOON EQUIPMENT, ENVELOPE - IMPROPER
9. BALLOON EQUIPMENT, ENVELOPE - FAILURE, PARTIAL
10. BALLOON EQUIPMENT, BASKET - PENETRATED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,8,9

Factor(s) relating to this accident is/are finding(s) 1,6,7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 67      2/08/85      ENGLEWOOD, CO      A/C Reg. No. N94703      Time (Lcl) - 1558 MST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CENTENNIAL
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Ident - 34R
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8500/ 101
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 23
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LOST DIRECTIONAL CONTROL OF THE ACFT WHEN PWR WAS ADDED TO TAKEOFF DURING A TOUCH AND GO LANDING. THE PLT STATED THE ACFT BEGAN TO VEER RIGHT WHEN PWR WAS ADDED AND HE APPLIED "TOO MUCH RIGHT RUDDER" TO CORRECT. THE ACFT VEERED LEFT AND CONTACTED A DITCH WHEN RIGHT RUDDER PRESSURE WAS RELEASED. THIS WAS THE SECOND SOLO FLT FOR THE STUDENT PLT.

Brief of Accident (Continued)

File No. - 67

2/08/85

ENGLEWOOD, CO

A/C Reg. No. N94703

Time (Lc1) - 1558 MST

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 63      2/18/85      STEAMBOAT SPRNG.CO      A/C Reg. No. N4035G      Time (Lcl) - 1630 MST

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

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

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

Make/Model - HILLER FH-1100	Eng Make/Model - ALLISON C-20B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2500	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 274 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	STEAMBOAT SPRIN.CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE HELIPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		SNOW - WET
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 639
NONE	Months Since - 1	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - F-28F	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 5
		Rotorcraft - 639

Instrument Rating(s) - NONE

-----Narrative-----

PURPOSE OF THE FLT WAS TO TEST THE HELICOPTER AFTER AN ANNUAL INSPECTION. THE PLT FLEW THE ACFT FOR APRX 1 HOUR FROM THE LEFT SEAT WITH THE ACFT OWNER IN THE RIGHT SEAT BEFORE THE OWNER DEPLANED THE ACFT AND THE PLT MOVED INTO THE RIGHT SEAT. PLT STATED THAT ON TAKEOFF THE HELICOPTER BEGAN MOVING TO THE RIGHT BECAUSE OF THE RIGHT CG. (PLT WEIGHT WAS 251 LBS.) HE WAS UNABLE TO MOVE THE CYCLIC FAR ENOUGH TO THE LEFT TO COUNTERACT THE MOVEMENT BECAUSE HIS LEG WAS RESTRICTING THE TRAVEL. THE RIGHT SKID CONTACTED THE GROUND AND THE HELICOPTER ROLLED OVER TO THE RIGHT.

Brief of Accident (Continued)

File No. - 63

2/18/85

STEAMBOAT SPRNG, CO

A/C Reg. No. N4035G

Time (Lc1) - 1630 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  3. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        ROLL OVER  
Phase of Operation    TAKEOFF

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 62 2/19/85 RIFLE,CO

A/C Reg. No. N1169Q

Time (Lcl) - 1745 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

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

Make/Model - CESSNA A185F

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3350

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/005 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

GARFIELD COUNTY

Runway Ident - 08

Runway Lth/Wid - 6000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

STOP AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

HELICOPTER

Age - 37

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - 47

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 412

Make/Model- 23

Instrument- 4

Last 24 Hrs - 2

Last 30 Days- 8

Last 90 Days- 40

Rotorcraft - 140

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING THE FINAL LANDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE TO LEVEL THE ACFT AND INITIATE AN ABORTED LANDING, HOWEVER, THE ACFT CONTACTED A SNOW BANK ALONG THE LEFT SIDE OF THE RWY AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 62

2/19/85

RIFLE, CO

A/C Reg. No. N1169Q

Time (Lcl) - 1745 MST

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

Finding(s)

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

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

Occurrence #4 NOSE OVER  
Phase of Operation TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 165      4/02/85      FORT COLLINS, CO      A/C Reg. No. N332X      Time (Lcl) - 1430 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - MAULE M-5-210C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/025 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ERIE, CO  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

RAWHIDE  
Runway Ident - 25  
Runway Lth/Wid - 2000/ 100  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 541	Last 24 Hrs - UNK/NR
Make/Model- 135	Last 30 Days- UNK/NR
Instrument- 99	Last 90 Days- 10
Multi-Eng - 46	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF A MAULE LOST DIRECTIONAL CONTROL DURING AN ATTEMPTED LANDING AT A DIRT STRIP NEAR FT COLLINGS, CO. THE WIND WAS FROM THE WEST AT A FULL LANDING STALL ATTITUDE WHEN A GUST OF WIND PICKED THE RT WG UP CAUSING THE LEFT WING TO CONTACT THE GROUND. DURING THE ATTEMPTED GO AROUND, THE ACFT VEERED OFF THE RUNWAY AND GROUND LOOPED CAUSING THE LANDING GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 165

4/02/85

FORT COLLINS, CO

A/C Reg. No. N332X

Time (Lc1) - 1430 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. AIRSPEED(VSO) - IMPROPER USE OF - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      APPROACH - GO-AROUND (VFR)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 199      5/05/85      FORT COLLINS, CO      A/C Reg. No. N4199G      Time (Lc1) - 0815 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	NONE	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	Minor	0
Accident Occurred During	-LANDING	NONE	Pass	0		7

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

Make/Model	- RAVEN INDUSTRIES S77A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">FORT COLLINS, CO</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>NONE</p> <p>FREE BALLOON</p>	<p>Age - 23</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 - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON BASKET CONTAINING 8 PASS'G & 2 CREWMEMBERS BRUSHED ALONGSIDE A FENCE DURING LNDG. ONE PASS'G WHO HAD BEEN JOSTLED BY THE LANDING BECAME A VICTIM OF 1ACERATIONS & A BROKEN ARM FROM CONTACT WITH BARBED WIRE FENCE. THE PLT STATED THAT THE WIND WAS GUSTING AND SHIFTED DIRECTIONS JUST BEFORE TOUCHDOWN WHICH DRIFTED THE BALLOON TOWARD THE FENCE. THE WIND WAS 180 DEGREES AT 10 KTS, GUSTING TO 15 KTS. THE PLT STATED THAT HE TRIED TO CLIMB OVER THE FENCE, BUT THE BALLOONS RESPONSE WAS TOO SLOW. THIS LED TO THE VICTIMS INJUUIES BY BEING CAUGHT BETWEEN FENCE ANC BASKET. THE EVLUATION OF THE WX BEFORE TAKE OFF SHOWED THE WX STABLE ENOUGH FOR INFLATION & TAKEOFF. NO MENTION WAS MADE OF POTENTIAL FOR LNDG. IMMEDIATELY AFTER TAKEOFF THE BALLOON WAS DRIFTING NORTH AT 15 MPH. THIS SPEED DID NOT DECREASE AS THE ACFT DESCENDED FOR LNDG AFTER ABOUT 45 MINUTES OF FREE FLT. THE PLT HAD ABOUT 25 FLT HRS IN THIS MAKE & MODEL OF BALLOON OF WHICH 2 WAS DUAL (INSTRUCTIONAL).

Brief of Accident (Continued)

File No. - 199

5/05/85

FORT COLLINS, CO

A/C Reg. No. N4199G

Time (Lc1) - 0815 MDT

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

Finding(s)

1. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
2. OBJECT - FENCE
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. JUDGEMENT - INACCURATE - PILOT IN COMMAND
5. ABORTED LANDING - EXCEEDED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER  
Phase of Operation LANDING - ROLL

Finding(s)

9. MISC EQPT/FURNISHINGS, SEAT BELT - LACK OF
10. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - LACK OF
11. BALLOON EQUIPMENT, BASKET - INADEQUATE
12. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
13. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
14. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,7,8,9,10,11,14

Factor(s) relating to this accident is/are finding(s) 2,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 129      1/01/85      ODESSA, FL      A/C Reg. No. N2104X      Time (Lcl) - 1330 EST

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

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

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

Make/Model	- FUJI HEAVY INDUSTRIES LM-1 "NIKEng	Make/Model	- CONTINENTAL O-470-13A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 225 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- 110/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</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>ATP,FLT ENG</p> <p>SE LAND,ME LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - 737</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8218</p> <p>Make/Model- 70</p> <p>Instrument- 822</p> <p>Multi-Eng - 7286</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 150</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN AN ACFT PARKING AREA ON THE ARPT AFTER A LOW ALT LOOP WHICH WAS NOT COMPLETED PRIOR TO GROUND CONTACT. THE PLT HAD MADE ONE LOW PASS DOWN THE RWY IN FORMATION WITH ANOTHER FUJI ACFT, A 2ND PASS ENDED IN AN AILERON ROLL, AND DURING THE 3RD PASS, EST BY WITNESSES AS 10-20 FT AGL, THE PLT PULLED UP INTO A LOOP. DURING THE DESCENDING BACKSIDE OF THE LOOP INSUFFICIENT ALT REMAINED TO COMPLETE THE MANEUVER. THE ACFT SLID ON ITS BELLY INTO SEVERAL PARKED ACFT BEFORE STOPPING. THE PLT WAS GIVING A DEMO RIDE TO POTENTIAL MEMBERS OF VALIANT AIR COMMAND AT THE TIME OF THE ACCIDENT. THE PLT REPORTED NO MECHANICAL PROBLEMS WITH THE ACFT. THE TOXICOLOGY REPORTS REVEALED NO ABNORMAL LEVELS OF ANY SUBSTANCE THAT COULD BE CONSIDERED A FACTOR IN THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 129

1/01/85

ODESSA, FL

A/C Reg. No. N2104X

Time (Lc1) - 1330 EST

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Occurrence #1            ABRUPT MANEUVER  
Phase of Operation      MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. AEROBATICS - PERFORMED - PILOT IN COMMAND
  3. LOW PASS - PERFORMED - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5. MANEUVER - INTENTIONAL - PILOT IN COMMAND
  6. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
  7. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 42      1/05/85      POMPANO BEACH, FL      A/C Reg. No. N4270A      Time (Lcl) - 0830 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

1

Minor

0

0

None

1

3

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

Make/Model      - RAVEN S-60A  
Landing Gear      - N/A  
Max Gross Wt      - 1800  
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      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed      - 310/008 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DEERFIELD BEACH, FL  
Destination  
POMPANO BEACH, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age      - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 133  
Make/Model      - 18  
Instrument      - 0  
Last 24 Hrs      - 1  
Last 30 Days      - UNK/NR  
Last 90 Days      - 21

Instrument Rating(s)      - NONE

-----Narrative-----

THE BALLOON ENVELOPE STRUCK A PALM TREE AND A BUILDING WHILE LANDING. THE BASKET TURNED OVER WHEN IT CONTACTED THE GROUND. A PASSENGER WAS INJURED WHEN ANOTHER PASSENGER FELL ON HER AS THE BASKET TURNED OVER.

Brief of Accident (Continued)

File No. - 42

1/05/85

POMPANO BEACH, FL

A/C Reg. No. N4270A

Time (Lc1) - 0830 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - TREE(S)
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. OBJECT - BUILDING(NONRESIDENTIAL)
- 

Occurrence #2        MISCELLANEOUS/OTHER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 43      1/06/85      MIRAMAR, FL      A/C Reg. No. N3362M      Time (Lcl) - 1414 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PIPER PA-12  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - LYCOMING O320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

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

Airport Proximity  
UNK/NR

Airport Data

Wind Dir/Speed- 290/013 KTS  
Visibility - 10.0 SM

ATC/Airspace

Lowest Sky/Clouds - 15000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Type of Flight Plan - NONE  
Type of Clearance - NONE  
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

Age - 43

Biennial Flight Review

Current - YES  
Months Since - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	923	Last 24 Hrs -	8
Make/Model-	38		Last 30 Days-	UNK/NR
Instrument-	48		Last 90 Days-	115
Multi-Eng -	7			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN INTERRUPTION OF PWR WAS EXPERIENCED AS AN ABRUPT STEEP DIVE MANEUVER WAS ENTERED TO RELEASE THE BANNER TOWED BY THE ACFT. THE PLT THEN ATTEMPTED A 180 DEG TURN AT AN ALT OF APRX 200 FT AGL TO AVOID PWR LINES. THE ACFT ENTERED A HIGH DESCENT RATE AND CONTACTED THE GROUND NEARLY WINGS LEVEL. INVESTIGATION REVEALED THE RIGHT FUEL TANK CONTAINED APRX 7 GALS OF FUEL AND THE LEFT TANK CONTAINED APRX 1 GAL. THE FUEL PICK-UP LINES ARE LOCATED IN THE AFT PORTION OF THE FUEL TANKS. FUEL STARVATION RESULTED AS THE FUEL WAS IN THE FORWARD PORTION OF THE TANKS DURING THE DIVE MANEUVER AND FUEL IN THE LINES WAS EXHAUSTED.

Brief of Accident (Continued)

File No. - 43

1/06/85

MIRAMAR,FL

A/C Reg. No. N3362M

Time (Lc1) - 1414 EST

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

Finding(s)

1. FLUID,FUEL - STARVATION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 86 1/06/85 WESLEY CHAPEL, FL A/C Reg. No. N94560 Time (Lcl) - 1215 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

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

ELT Installed/Activated - 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- 330/007 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WESLEY CHAPEL, FL  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

TOPP OF TAMPA  
Runway Ident - 32  
Runway Lth/Wid - 3700 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 29  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 15  
Make/Model- 15  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT FLYING N94560 WAS MAKING HER 1ST SOLO TOUCH AND GO LANDING WHEN CONTROL OF THE ACFT WAS LOST. UPON TOUCHDOWN, N94560 VEERED LEFT, DEPARTED THE RWY AND COLLIDED WITH N3854D WHICH WAS BEING TAXIED ON THE GRASS APRX 20 FT FROM THE RWY.

Brief of Accident (Continued)

File No. - 86

1/06/85

WESLEY CHAPEL, FL

A/C Reg. No. N94560

Time (Lc1) - 1215 EST

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

Finding(s)

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

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

Finding(s)

4. OBJECT - AIRCRAFT MOVING ON GROUND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 86      1/06/85      WESLEY CHAPEL, FL      A/C Reg. No. N3854D      Time (Lc1) - 1215 EST

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

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

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

Make/Model	- CESSNA 182A	Eng Make/Model	- CONTINENTAL D-470-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 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- 330/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WESLEY CHAPEL, FL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>TOPP OF TAMPA</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5700</p> <p>Make/Model- 3000</p> <p>Instrument- 44</p> <p>Multi-Eng - 1056</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT FLYING N94560 WAS MAKING HER 1ST SOLO TOUCH AND GO LANDING WHEN CONTROL OF THE ACFT WAS LOST. UPON TOUCHDOWN, N94560 VEERED LEFT, DEPARTED THE RWY AND COLLIDED WITH N3854D WHICH WAS BEING TAXIED ON THE GRASS APRX 20 FT FROM THE RWY.

Brief of Accident (Continued)

File No. - 86

1/06/85

WESLEY CHAPEL, FL

A/C Reg. No. N3854D

Time (Lc1) - 1215 EST

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Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT
  3. REMEDIAL ACTION - NOT PERFORMED - PILOT OF OTHER AIRCRAFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 130      1/11/85      BOCA RATON, FL      A/C Reg. No. N3872D      Time (Lc1) - 1837 EST

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

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

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

Make/Model	- BEECH A36TC	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3650	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	BOCA RATON, FL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	OPA-LOCKA, FL	UNKNOWN	
Wind Dir/Speed	- 180/003 KTS		Runway Ident	- N/A
Visibility	- 8.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	-	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
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, CFI	Current - YES	Total - 11200	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 21	Make/Model - 2	Last 30 Days - 50
	Aircraft Type - DC-3	Instrument - 1900	Last 90 Days - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A STEEP UNCONTROLLED DESCENT SHORTLY AFTER THE ENG LOST POWER DURING THE INITIAL TAKEOFF CLIMB. WITNESSES STATED THAT THE ACFT WAS SEEN DEPARTING ON RWY 4 AFTER WHICH IT CLIMBED TO 200 FT AGL (APRX). THE ENG WAS HEARD SPUTTERING BUT STILL RUNNING. THE ACFT ENTERED A 90 DEGREE BANK TO THE LEFT & STARTED TO DESCEND. NO FURTHER ENG SOUNDS WERE HEARD DURING THE BANKING MANEUVER. THE ACFT DESCENDED BEHIND TREES AND A LOUD CRASH WAS FOLLOWED BY BILLOWING SMOKE. THE PLT WAS PRONOUNCED, BY FLORIDA DIST 15 MEDICAL EXAMINER, TO HAVE DIED OF A IMPACT FORCES. NO MECHANICAL REASONS FOR THE ENG SPUTTERING COULD BE FOUND ROTATION AT IMPACT. THE COCKPIT INSTRUMENTATION AND ENG CONTROLS WERE DESTROYED BY FIRE TO PRECLUDE THEIR USE IN DETERMINATION OF CAUSE.

Brief of Accident (Continued)

File No. - 130

1/11/85

BOCA RATON, FL

A/C Reg. No. N3872D

Time (Lc1) - 1837 EST

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - PERFORMED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 163      1/12/85      ST.PETERSBURG,FL      A/C Reg. No. N70673      Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAXI

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER J3C-65  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 1

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC  
Wind Dir/Speed- 350/007 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 5000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ALBERT WITTED  
Runway Ident - 36  
Runway Lth/Wid - 2800/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2655	Last 24 Hrs - 1
Make/Model- 825	Last 30 Days- 3
Instrument- 4	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A PARKED ACFT WHILE TAXIING IN FROM LANDING. THE PLT COMPLAINED AFTER THE ACCIDENT THAT THE PARKED ACFT WERE TOO CLOSE TO THE TAXIWAY. THE TAILWHEEL EQUIPPED ACFT HAD BEEN ENGAGED IN BANNER TOWING OPERATIONS PRIOR TO THE TAXI ACCIDENT.

Brief of Accident (Continued)

File No. - 163

1/12/85

ST.PETERSBURG,FL

A/C Reg. No. N70673

Time (Lcl) - 1500 EST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. AIRPORT FACILITIES,TAXIWAY CONDITION - CONGESTED
4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
5. IMPROPER USE OF FACILITY,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),VISUAL RESTRICTION BY EQUIP/STRUCT - PRODUCTION/DESIGN PSNL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 146      1/17/85      KEY WEST, FL      A/C Reg. No. N70CZ      Time (Lcl) - 0205 EST

-----Basic Information-----

Type Operating Certificate-COMMUTER	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation - UNAUTHORIZED	Fire	Crew 0	Serious 0	Minor 1	None 0	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KEY WEST, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 170/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO THE OCEAN SHORTLY AFTER TAKEOFF ON AN UNAUTHORIZED FLT. THE PLT WAS A STUDENT PLT WHO WORKED AS A REFUELER OF ACFT. THE STUDENT PLT TOOK THE UNATTENDED PARKED ACFT WITHOUT PERMISSION AND WENT FOR A SOLO FLT AT SOMETIME AROUND 0200 HRS. THE FLT ENDED ALMOST AS SOON AS IT BEGAN AS THE ACFT CRASHED INTO THE OCEAN 300 YARDS OFFSHORE FROM KEY WEST, FL. THE ACFT SANK IN 10 FT OF WATER.

Brief of Accident (Continued)

File No. - 146

1/17/85

KEY WEST, FL

A/C Reg. No. N70CZ

Time (Lc1) - 0205 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, EMOTIONAL REACTION - PILOT IN COMMAND
9. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
11. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8,9,10,11,12

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 127      1/21/85      ORLANDO, FL      A/C Reg. No. N6829L      Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

NONE  
Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
1  
0

-----Aircraft Information-----

Make/Model      - CESSNA 340A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5990  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-52ONB  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 310/013 KTS  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ORLANDO, FL  
Destination  
FT. PIERCE, FL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 14101      Last 24 Hrs - 0  
Make/Model- 325      Last 30 Days- UNK/NR  
Instrument- 800      Last 90 Days- UNK/NR  
Multi-Eng - 7571

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES WHILE OPERATING AT LOW ALT OVER AN UNPOPULATED AREA. THE PLT INDICATED THAT HE DESCENDED TO A "LOW ALT" & PULLED UP TO AVIOD SOME TREES. AFTER THE PULL-UP, HE SAID THAT HE NOTICED SOME DAMAGE & CONTINUED HIS FLT TO FT. PIERCE, WHERE A LANDING WAS ACCOMPLISHED WITHOUT FURTHER INCIDENT. THIS ACCIDENT WAS FIRST REPORTED BY THE PLT AS AN ACCIDENT RESULTING FROM THE ACFT COLLIDING WITH DEBRIS ON THE RWY AT ORLANDO DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 127

1/21/85

ORLANDO, FL

A/C Reg. No. N6829L

Time (Lc1) - 1530 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 174      1/26/85      BELLE GLADE, FL      A/C Reg. No. N5614Z      Time (Lc1) - 0915 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22-150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 340/016 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PARKLAND, FL  
Destination  
BELLE GLADE, FL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 34

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 152	Last 24 Hrs	- 5
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED LANDING IN A CANE FIELD AFTER THE ENG LOST POWER IN CRUISE. THE PLT STATED IN HIS REPORT THAT THE ENG BEHAVIOR SUGGESTED CARB ICE BUT "APPARENTLY IT WAS TOO LATE." THE OWNER CHECKED THE THROTTLE CABLE AFTER THE ACCIDENT AND REPORTED THAT IT WAS INTACT & OPERABLE. NO OTHER EXAM WAS MADE/REPORTED DURING THIS LIMITED INVESTIGATION.

Brief of Accident (Continued)

File No. - 174

1/26/85

BELLE GLADE, FL

A/C Reg. No. N5614Z

Time (Lcl) - 0915 EST

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. FUEL SYSTEM, CARBURETOR - ICE
  3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - CROP
  5. TERRAIN CONDITION - OPEN FIELD
  6. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 85      1/28/85      MIAMI, FL      A/C Reg. No. N17271      Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -POSITIONING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2

-----Aircraft Information-----

Make/Model - BELL 47-G  
Landing Gear - SKID  
Max Gross Wt - 2350  
No. of Seats - 3

Eng Make/Model - FRANKLIN 6V335  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 250/022 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 52  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 7500  
Make/Model- 61506  
Instrument- 180  
Multi-Eng - 55  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 26  
Rotorcraft - 7000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT STATED THE HELICOPTER GAINED TOO MUCH FORWARD SPEED BECAUSE OF GUSTY WINDS WHILE HE WAS MANEUVERING THE HELICOPTER TO THE REFUELING AREA. A HARD LANDING RESULTED AS THE PLT ATTEMPTED TO SLOW THE HELICOPTER TO AVOID CONTACTING REFUELING EQUIPMENT.

Brief of Accident (Continued)

File No. - 85 1/28/85 MIAMI, FL

A/C Reg. No. N17271

Time (Lcl) - 1600 EST

-----  
Occurrence #1 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 91      2/07/85      MERRITT ISLAND, FL      A/C Reg. No. N8591N      Time (Lc1) - 1345 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	0

-----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 - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/017 KTS Visibility - 6.0 SM Lowest Sky/Clouds - Lowest Ceiling - 2000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point MERRITT ISLAND, FL Destination MERRITT ISLAND, FL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> MERRITT ISLAND Runway Ident - 29 Runway Lth/Wid - 3600/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 31 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 250 Make/Model- 11 Instrument- 55 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 39
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT LOST DIRECTIONAL CONTROL AND THE ACFT COLLIDED WITH A DIRT EMBANKMENT WHILE LANDING. THE ACFT WAS LANDED WITH A RIGHT REAR CROSSWIND.

Brief of Accident (Continued)

File No. - 91

2/07/85

MERRITT ISLAND, FL

A/C Reg. No. N8591N

Time (Lc1) - 1345 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 89      2/09/85      MERRITT ISLAND, FL      A/C Reg. No. N222CW      Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -SALES DEMO	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 411A	Eng Make/Model - CONTINENTAL GTS10-520-C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 340 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MERRIT ISLAND, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MERRITT ISLAND
Wind Dir/Speed- 030/011 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 75
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 4800
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	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,HELICOPTER

-----Narrative-----

ACCORDING TO THE CFI ON BOARD, ROTATION WAS ACCOMPLISHED AT 110 KTS. SHORTLY AFTER TAKEOFF THE NOSE OF THE ACFT BEGAN DRIFTING TO THE RIGHT AND THE ACFT BEGAN SETTLING TO THE RWY. THE CFI CALLED FOR GEAR UP AND THE ACFT SETTLED TO THE RWY ON ITS BELLY IN THE OVERRUN AREA OF THE RWY.

Brief of Accident (Continued)

File No. - 89

2/09/85

MERRITT ISLAND, FL

A/C Reg. No. N222CW

Time (Lc1) - 1700 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - RUNWAY
2. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
3. GEAR RETRACTION - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 75 2/10/85 PANAMA CITY, FL

A/C Reg. No. N3630D

Time (Lcl) - 0707 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER G-164A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 7020  
No. of Seats - 1

Eng Make/Model - P&W R1340  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALMABLE  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PANAMA CITY, FL  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 26

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4000	Last 24 Hrs	-	7
Make/Model	-	800	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	50

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS LANDING ON A CITY STREET SO THE ACFT COULD BE PUT ON DISPLAY. WHEN THE ACFT OVERRAN THE END OF THE STREET THE PLT LOCKED THE BRAKES TO AVOID CONTACTING BUILDINGS AND VEHICLES AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 75

2/10/85

PANAMA CITY, FL

A/C Reg. No. N3630D

Time (Lc1) - 0707 EST

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND  
-----

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

2. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 90      2/10/85      IMMOKALEE, FL      A/C Reg. No. N5587X      Time (Lcl) - 1340 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - MONERAI S-P	Eng Make/Model - ZENOA N/A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	IMMOKALEE
Wind Dir/Speed- 120/014 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 738
SE LAND, ME LAND	Months Since - 8	Make/Model- 55
GLIDER	Aircraft Type - UNK/NR	Instrument- 115
		Multi-Eng - 230
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING AN APCH TO A GRASS PORTION OF THE ARPT NOT USUALLY USED FOR ACFT. THE GLIDER CONTACTED PWR LINES DURING THE APCH AND SUBSEQUENTLY COLLIDED WITH THE TERRAIN. THE PLT STATED HE NEVER SAW THE PWR LINES BEFORE CONTACTING THEM.

Brief of Accident (Continued)

File No. - 90

2/10/85

IMMOKALEE, FL

A/C Reg. No. N5587X

Time (Lc1) - 1340 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 77      2/13/85      WESTVILLE, FL      A/C Reg. No. N23160      Time (Lc1) - 0915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination DEFUNIAKS, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 53</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 - 198</p> <p>Make/Model- 194</p> <p>Instrument- 13</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 6</p>
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER REACHING A CRUISE ALT OF 2500 FT MSL A TOTAL LOSS OF PWR WAS EXPERIENCED. PLT STATED HE WAS ABLE TO MOMENTARILY RESTART THE ENG 2 OR 3 TIMES DURING THE EMERGENCY DESCENT BUT THAT IT WOULD FAIL. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER DURING THE FORCED LANDING IN A SOFT FIELD. EXAMINATION DISCLOSED WATER IN THE FUEL STRAINER. PLT STATED THE ACFT WAS REFUELED WITH LOW LEAD AUTOMOTIVE FUEL FROM DRUMS JUST PRIOR TO THE FLIGHT.

Brief of Accident (Continued)

File No. - 77

2/13/85

WESTVILLE, FL

A/C Reg. No. N23160

Time (Lc1) - 0915 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - WATER
2. MAINTENANCE, SERVICE OF AIRCRAFT - INATTENTIVE - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 74      2/23/85      DAVIE, FL      A/C Reg. No. N71837      Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	3
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182M	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	JACKSONVILLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARATHON, FL	ULTRALIGHT FLIGHT STRIP
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1360 -UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SOFT
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3554
SE LAND	Months Since - 16	Make/Model- 1341
	Aircraft Type - UNK/NR	Instrument- 42
		Last 24 Hrs - 85
		Last 30 Days- UNK/NR
		Last 90 Days- 318

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE INTENDED TO LAND AT OPA-LOCKA AND HE WAS IN A HURRY TO DO SO BECAUSE A PASSENGER HAD BECOME AIR SICK. INSTEAD, THE PLT UNINTENTIONALLY LANDED ON AN ULTRALIGHT AIRSTRIP. THE LANDING GEAR DUG INTO SOFT TERRAIN DURING THE LANDING ROLL AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 74

2/23/85

DAVIE, FL

A/C Reg. No. N71837

Time (Lc1) - 1100 EST

-----  
Occurrence                NOSE OVER  
Phase of Operation        LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
3.        IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. TERRAIN CONDITION - SOFT

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 164      3/14/85      MIAMI, FL      A/C Reg. No. N95627      Time (Lcl) - 1220 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 108 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/008 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MIAMI, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 19

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 - 15

Make/Model- 15

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES WHILE THE PLT WAS PRACTICING SLOW FLT ON A SOLO TRAINING FLT. THE PLT STATED AFTER THE ACCIDENT THAT HE DIVERTED HIS ATTENTION FROM OUTSIDE TO THE ACFT INSTRUMENT PANEL AND FELT A JOLT. A FULL PWR RECOVERY TO LEVEL FLT WAS MADE AND THE ACFT RETURNED TO THE DEPARTURE POINT. AFTER THE LANDING AND DURING POST FLT INSPECTION TREE LIMBS AND TREE LEAVES WERE FOUND IMBEDDED IN SECTIONS OF THE ACFT.

Brief of Accident (Continued)

File No. - 164

3/14/85

MIAMI, FL

A/C Reg. No. N95627

Time (Lcl) - 1220 EST

---

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 179      2/28/85      REIDSVILLE,GA      A/C Reg. No. N4565P      Time (Lc1) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -UNKNOWN

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - PIPER PA-23-250  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 5200  
No. of Seats    - 2

Eng Make/Model - LYCOMING IO-540-C4B5  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 250 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - UNK/NR  
Wind Dir/Speed-    UNK/NR  
Visibility          - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling     - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation      - UNK/NR  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
UNKNOWN  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance    - NONE  
Type Apch/Lndg       - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident        - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR

Biennial Flight Review

Current            - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS FOUND BURNING IN THE WOODS BY THE FORESTY SERVICE. NO PERSONS OR BAGGAGE WERE FOUND. THE DATE, TIME & CAUSE OF THE ACCIDENT IS UNKNOWN. SUSPECTED DRUG RELATED ACTIVITY. ACCORDING TO FAA RECORDS, THE ACFT WAS NOT OFFICIALLY REGISTERED. IT HAD BEEN RECENTLY SOLD BUT THE NEW OWNERS WERE NOT NAMED AND NO RECORD OF REGISTRATION WAS FOUND.

Brief of Accident (Continued)

File No. - 179

2/28/85

REIDSVILLE, GA

A/C Reg. No. N4565P

Time (Lc1) - 1400 EST

-----  
Occurrence            FIRE  
Phase of Operation    UNKNOWN

Finding(s)

1. UNDETERMINED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 126      4/10/85      LESLIE,GA      A/C Reg. No. N88340      Time (Lc1) - 1800 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER S2R	Eng Make/Model	- P&W R1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

<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- 235/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - HIGH VEGETATION</p> <p style="padding-left: 20px;">ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 7015</td> <td>Last 24 Hrs</td> <td>- 15</td> </tr> <tr> <td>Make/Model</td> <td>- 550</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 0</td> <td>Last 90 Days</td> <td>- 15</td> </tr> <tr> <td>Multi-Eng</td> <td>- 500</td> <td></td> <td></td> </tr> </table>	Total	- 7015	Last 24 Hrs	- 15	Make/Model	- 550	Last 30 Days	- UNK/NR	Instrument	- 0	Last 90 Days	- 15	Multi-Eng	- 500		
Total	- 7015	Last 24 Hrs	- 15															
Make/Model	- 550	Last 30 Days	- UNK/NR															
Instrument	- 0	Last 90 Days	- 15															
Multi-Eng	- 500																	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER EN ROUTE TO SPRAY CROPS & CRASH LANDED IN A WOODED AREA. THE ACFT HAD FLOWN ONLY 2 MILES WHEN THE POWER LOSS OCCURRED. DURING THE POST ACCIDENT INVESTIGATION AN EXAM OF THE POWERPLANT & SYSTEMS REVEALED THAT THE SUPERCHARGER HAD A LOOSE IMPELLER SHAFT AND THAT THE IMPELLER HAD CONTACTED THE HOUSING (CASE). THE IMPELLER CASE HAD LOST METAL IN THE CONTACT AREA AND THE IMPELLER OUTSIDE DIAMETER WAS REDUCED BY APRX 1/4 INCH. THE SUPERCHARGER SHAFT BEARING WERE WORN & LOOSE WHICH ALLOWED THE SHAFT TO MAKE CONTACT WITH ITS HOUSING. AN A M OR D REPORT WAS SUBMITTED BY RUSSELL ACFT TO THE FAA.

Brief of Accident (Continued)

File No. - 126

4/10/85

LESLIE,GA

A/C Reg. No. N8834Q

Time (Lc1) - 1800 EST

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM,EXTERNAL SUPERCHARGER - CHAFED
  2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
  3. EXHAUST SYSTEM,EXTERNAL SUPERCHARGER - BINDING(MECHANICAL)
  4. EXHAUST SYSTEM,EXTERNAL SUPERCHARGER - FAILURE,TOTAL
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 17      1/08/85      DES MOINES, IA      A/C Reg. No. N68318      Time (Lcl) - 1710 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Fire  
NONE

Crew  
Pass

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - UNK/NR

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
RUNNELLES, IA  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

JONES FIELD  
Runway Ident - 31  
Runway Lth/Wid - 2580/ 60  
Runway Surface - GRASS/TURF  
Runway Status - DRY

Wind Dir/Speed- 040/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 33  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 17  
Make/Model- 17  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- 3  
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS INFORMED OF HOLES ALONG THE RIGHT SIDE OF THE RWY SO HE INTENTIONALLY TOUCHED OWN ON THE LEFT SIDE OF THE RWY.  
THE LEFT MAIN GEAR CONTACTED A SNOWBANK WHICH PARALLELED THE RWY AND THE ACFT NOSED INTO THE SNOWBANK.

Brief of Accident (Continued)

File No. - 17

1/08/85

DES MOINES, IA

A/C Reg. No. N68318

Time (Lcl) - 1710 CST

-----  
Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. PROPER ALIGNMENT - DISREGARDED - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 143      1/16/85      DAVENPORT, IA      A/C Reg. No. N55582      Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - RAVEN RALLY RX7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1470	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 211
NONE	Months Since - 6	Make/Model- 211
FREE BALLOON	Aircraft Type - RAL RX7	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

BALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON COLLIDED WITH WIRES & BUILDING.

Brief of Accident (Continued)

File No. - 143

1/16/85

DAVENPORT, IA

A/C Reg. No. N55582

Time (Lcl) - 0900 CST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE, STATIC
  4. OBJECT - BUILDING(NONRESIDENTIAL)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 57      2/16/85      FORT MADISON, IA      A/C Reg. No. N61868      Time (Lcl) - 1505 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FORT MADISON
Wind Dir/Speed- 310/012 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 79
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AN INFLIGHT ENCOUNTER WITH A GUST OF WIND DURING LANDING RESULTED IN A SHARP LOSS OF ALTITUDE AND A BOUNCED LANDING. CONSEQUENTLY A SECOND GUST ON ROLLOUT FOLLOWED BY THE PLTS LOSS OF DIRECTIONAL CONTROL RESULTED IN THE ACFT DEPARTING THE RWY AND COLLIDING WITH A SNOW BANK.

Brief of Accident (Continued)

File No. - 57

2/16/85

FORT MADISON, IA

A/C Reg. No. N61868

Time (Lc1) - 1505 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
  4. WEATHER CONDITION - GUSTS
  5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SNOWBANK
  7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 182      3/03/85      KEOKUK, IA      A/C Reg. No. N51004      Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 150  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-200  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC

Wind Dir/Speed- 250/020 KTS  
Visibility      - 12.0      SM  
Lowest Sky/Clouds      - 3200 FT  
Lowest Ceiling      - 3200 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
KEOKUK, IA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 43  
Biennial Flight Review  
Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2889      Last 24 Hrs - UNK/NR  
Make/Model- 2750      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 25  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR T/O ON A SOD RWY, GUSTING WINDS FLIPPED THE C-150 OVER AFTER IT BECAME BOGGED DOWN IN THE SOFT TERRAIN. THE PLT WAS AWARE OF THE GUSTING WIND CONDITIONS BUT WAS NOT EXPECTING TO GET THE A/C STUCK, EVEN THOUGH THE PILOT WAS AWARE IT HAD RAINED HARD THE DAY BEFORE. THE PLT STATED THAT HE CHOSE THE WET SOD INSTEAD OF THE ASPHALT RWY THE HEAD MORE INTO THE STRONG WINDS OF 20 PLUS KNOTS FROM 250 DEGS. THE SOD RWY WAS 27 & THE HARD SURFACE WAS RWY 31. HE ALSO SAID THAT HE THOUGHT THE "ACFT WOULD HAVE BEEN ABLE TO HANDLE THE CROSS WIND."

Brief of Accident (Continued)

File No. - 182

3/03/85

KEOKUK, IA

A/C Reg. No. N51004

Time (Lcl) - 1800 CST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

4. WEATHER CONDITION - GUSTS
  5. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
- 

Occurrence #3        NOSE OVER  
Phase of Operation    TAXI - TO TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 183      3/03/85      CEDAR RAPIDS, IA      A/C Reg. No. N1241P      Time (Lcl) - 1113 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3500  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-3  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed - 100/023 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 1000 FT SCATTERED  
Lowest Ceiling - 2000 FT OVERCAST  
Obstructions to Vision - FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OSAGE, IA  
Destination  
IOWA CITY, IA

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 - IFR  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 64

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4200	Last 24 Hrs	- 6
Make/Model	- 960	Last 30 Days	- 2
Instrument	- 10	Last 90 Days	- 2
Multi-Eng	- 1000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED NO FORWARD VIS DUE TO ICE ON WINDSHIELD. N1291P THEN DIVERTED TO CID WHICH HAS RAPCON. THE TEMP AT THE SURFACE WAS 32 DEGS F BUT WAS REPORTED TO BE HIGHER AT 4,000 FT MSL. THE FLT CLIMBED TO 4,000 FT AND BEGAN LOSING THE ICE BUT THEN REPORTED GETTING IN WORSE TROUBLE. CID VECTORED THE ACFT TOWARD THE CID ARPT AND WHILE DESCENDING N1291P REPORTED THAT AN ENG HAD QUIT. N1291P SAID THE ACFT COULD NOT MAINTAIN ALTITUDE AND THEN REPORTED GOING DOWN. AIRCRAFT ENTERED A SPIN AND CRASHED IN AN OPEN FARM FIELD. THIS ACFT WAS NOT EQUIPPED FOR FLT IN ICING CONDITIONS. EVEN THOUGH THE CARBURETOR HEAT CONTROL WAS FOUND IN THE FULL ON POSITION, THE PITOT HEAT CONTROL WAS FOUND IN THE OFF POSITION. NO PROP, WINDSHIELD, OR AIRFRAME DEICING EQUIPMENT WAS INSTALLED BUT A WINDSHIELD ELECTRICAL ANTI-ICE WAS INSTALLED & ON. THE PLTS WX BRIEFING WAS (LIMITED BY THE PLT) A PARTIAL ONE BUT INCLUDED THE FLT PRECAUTIONS FOR ICING CONDITIONS, IFR & TURBULENCE. THE ACFT MODIFICATION TO PERMIT USE OF AUTO GAS INCREASED CARB ICING POTENTIAL (FAA AC 91-33A).

Brief of Accident (Continued)

File No. - 183

3/03/85

CEDAR RAPIDS, IA

A/C Reg. No. N1241P

Time (Lcl) - 1113 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation DESCENT - NORMAL

Finding(s)

8. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #3 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

9. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 184      4/13/85      MECHANICSVILLE,IA      A/C Reg. No. N2392N      Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-38-112  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3600  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 112 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 300/010 KTS

Visibility      - UNK/NR

Lowest Sky/Clouds      -

Lowest Ceiling      - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - GRASS/TURF

Runway Status      - WET

SOFT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current      - YES

Months Since      - 26

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 178

Make/Model- 7

Instrument- 10

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED A TAKEOFF FROM A SHORT, WET, SOFT, ALFALFA FIELD IN AN ACFT LOADED WITH TWO OCCURANTS AND APRX A FULL LOAD OF FUEL. THE ACFT COLLIDED WITH A FENCE AND A TREE AFTER USING THE AVAILABLE DISTANCE IN THE FLT ATTEMPT. PLT RECOMMENDED A MORE COMPREHENSIVE CHECK OF ACFT WT & BAL AND ALLOWANCES TO BE MADE FOR EXTRA TAKEOFF DISTANCE ON SOFT & ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 184

4/13/85

MECHANICSVILLE,IA

A/C Reg. No. N2392N

Time (Lc1) - 1545 CST

---

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
  3. TERRAIN CONDITION - WET
  4. TERRAIN CONDITION - SOFT
  5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  6. TERRAIN CONDITION - ROUGH/UNEVEN
  7. AIRSPEED(VLOF) - INADEQUATE - PILOT IN COMMAND
  8. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7,8

Factor(s) relating to this accident is/are finding(s) 3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 180      5/04/85      AMES, IA

A/C Reg. No. N3068V

Time (Lcl) - 0915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - BEECH 35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E185-1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 185 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/014 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SIOUX CITY, IA  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

AMES MUNICIPAL  
Runway Ident - 13  
Runway Lth/Wid - 3500/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 46

Biennial Flight Review  
Current - YES  
Months Since - 0  
Aircraft Type - 35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 485	Last 24 Hrs - 3
Make/Model- 285	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT THE ACFT HAD SLOWED TO TAXI SPEED AFTER LANDING WHEN THE GEAR WARNING HORN BEGAN TO BLOW FOLLOWED SHORTLY BY COLLAPSE OF THE LANDING GEAR. EXAMINATION OF THE LANDING GEAR ELECTRICAL CIRCUITRY FAILED TO REVEAL ANY DEFICIENCIES.

Brief of Accident (Continued)

File No. - 180

5/04/85

AMES,IA

A/C Reg. No. N3068V

Time (Lcl) - 0915 CDT

---

Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 47      2/10/85      BOISE, ID      A/C Reg. No. N3056V      Time (Lcl) - 1430 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2600  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 110/011 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 1500 FT  
Lowest Ceiling - 1500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ELY, NV  
Destination  
SPOKANE, WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

TERMINAL  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 62

Biennial Flight Review

Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2170	Last 24 Hrs -	5
Make/Model-	1500	Last 30 Days-	UNK/NR
Instrument-	204	Last 90 Days-	25
Multi-Eng -	320		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING ON THE RAMP AFTER LANDING, THE RIGHT WING OF THE ACFT STRUCK A JET BLAST FENCE. THE PLT STATED TWO LINEMEN WERE GUIDING THE ACFT AT THE TIME.

Brief of Accident (Continued)

File No. - 47

2/10/85

BOISE, ID

A/C Reg. No. N3056V

Time (Lc1) - 1430 MST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. OBJECT - FENCE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1 2/23/85 NAMPA, ID A/C Reg. No. N263LT Time (Lcl) - 1645 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - LYOYD THOMPSON POBER PIXIE  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 950  
No. of Seats - 1

Eng Make/Model - CONTINENTAL A-65  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 150/005 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BOISE, ID  
Destination  
NAMPA, ID

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

NAMPA MUNICIPAL  
Runway Ident - 11  
Runway Lth/Wid - 4050/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 38

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 198	Last 24 Hrs	- UNK/NR
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

LEFT MAIN GEAR CONTACTED RUNWAY-TAXIWAY INTERSECTION LIGHTS DURING A LANDING ROLL. ACFT THEN NOSED OVER. RWY WIDTH IS 75 FT.

Brief of Accident (Continued)

File No. - 1 2/23/85 NAMPA, ID

A/C Reg. No. N263LT

Time (Lc1) - 1645 MST

-----  
Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - RUNWAY LIGHT
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2 NOSE OVER  
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 142      3/12/85      SODA SPRINGS, ID      A/C Reg. No. N8553X      Time (Lc1) - 1215 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 360/002 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
AFTON, WY  
Destination  
LOVELOCK, NV

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

SODA SPRINGS MUNICIPAL  
Runway Ident - 16  
Runway Lth/Wid - 3500/ 50  
Runway Surface - ASPHALT  
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 57  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 305	Last 24 Hrs	- 14
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	52
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A PRECAUTIONARY LANDING DUE TO AN ICED UP PITOT TUBE. THE PLT LANDED WITH EXCESS SPEED AND WAS UNABLE TO STOP THE ACFT BEFORE IT OVERRAN THE END OF THE RWY. IT STRUCK A SNOW BANK AND THEN FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 142

3/12/85

SODA SPRINGS, ID

A/C Reg. No. N8553X

Time (Lcl) - 1215 PST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PITOT/STATIC SYSTEM - ICE
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 81      1/06/85      OLATHE,KS      A/C Reg. No. N84499      Time (Lc1) - 1324 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 15000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point OLATHE,KS</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>JOHNSON COUTY EXEC.ARPT.</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4100/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 73
SE LAND	Months Since - 19	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT SAID ACFT SWERVED TO RIGHT DURING LANDING ROLL. ACFT RAN OFF RIGHT SIDE OF RWY INTO SNOW COVERED AREA RESULTING IN DAMAGE TO WING & GEAR. NO EVIDENCE OF AIRCRAFT MALFUNCTION WAS FOUND AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 81

1/06/85

OLATHE,KS

A/C Reg. No. N84499

Time (Lc1) - 1324 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN  
3. TERRAIN CONDITION - SNOW COVERED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 28      1/13/85      VERMILLION,KS      A/C Reg. No. N5649E      Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 240/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
DODGE CITY,KS

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BRAMHALL (PVT)  
Runway Ident - 18  
Runway Lth/Wid - 1200  
Runway Surface - GRASS/TURF  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 33  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 138  
Make/Model- 105  
Instrument- 1  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF ROLL ACFT TRAVELED THROUGH SOFT SNOW RESULTING IN A LOSS OF FORWARD SPEED. PLT WAS ABLE TO CONTINUE LIFT OFF BUT ACFT SETTLED INTO A PLOWED FIELD JUST PAST THE END OF THE RWY AND SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 28

1/13/85

VERMILLION,KS

A/C Reg. No. N5649E

Time (Lc1) - 1230 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 6      1/18/85      WA KEENEY,KS      A/C Reg. No. N5590H      Time (Lcl) - 1315 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-20  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1800  
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAVERNE,OK

Destination

WA KEENEY,KS

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL

TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

WA KEENEY/TREGO

Runway Ident - 05

Runway Lth/Wid - 2700/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 135

Make/Model- 35

Instrument- 6

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ACFT TOUCHED DOWN LEFT OF CENTERLINE. LEFT MAIN GEAR CONTACTED SLUSH ON THE RWY AND THE ACFT SWERVED INTO A 2 TO 3 FT SNOWBANK ALONGSIDE THE RWY. PLT STATED, "THE RWY WAS PLENTY CLEAR AND THE ACCIDENT WOULD NOT HAVE HAPPENED IF THE PLANE HAD BEEN KEPT ON THE CENTER LINE OR CLOSE TO IT."

Brief of Accident (Continued)

File No. - 6

1/18/85

WA KEENEY,KS

A/C Reg. No. N5590H

Time (Lc1) - 1315 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE DOWN  
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 82      1/23/85      BELOIT,KS      A/C Reg. No. N10894      Time (Lc1) - 1050 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire      NONE

Fatal

0

Crew  
Pass

Injuries

Serious

0

Minor

0

None

1  
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-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- 300/005 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

MUNICIPAL  
Runway Ident      - 35  
Runway Lth/Wid      - 3600/ 60  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age      - 48  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	73	Last 24 Hrs	-	1
Make/Model	-	25	Last 30 Days	-	UNK/NR
Instrument	-	1	Last 90 Days	-	3

Instrument Rating(s)      - NONE

-----Narrative-----

THE STUDENT PILOT STATED HE WAS PRACTICING TOUCH AND GO LANDINGS ON RWY 35. AFTER TOUCHDOWN, THE AIRPLANE VEERED LEFT, HIT A SNOWBANK OFF THE SIDE OF THE RUNWAY & FLIPPED FORWARD TO THE INVERTED POSITION. WINDS WERE FROM 300 DEGREES AT 5 KNOTS, GUSTING TO 10 KNOTS.

Brief of Accident (Continued)

File No. - 82

1/23/85

BELOIT,KS

A/C Reg. No. N10894

Time (Lcl) - 1050 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 18      1/28/85      OTTAWA,KS      A/C Reg. No. N8127F      Time (Lcl) - 1930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150F  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-200  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
OTTAWA,KS  
Destination  
GARNETT,KS

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

OTTAWA MUNI  
Runway Ident - 35  
Runway Lth/Wid - 3400/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 64

Biennial Flight Review

Current - YES  
Months Since - 4  
Aircraft Type - C-150F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	474	Last 24 Hrs -	4
Make/Model-	202	Last 30 Days-	6	
Instrument-	1	Last 90 Days-	7	

Instrument Rating(s) - NONE

-----Narrative-----

RIGHT MAIN GEAR STRUCK AN OBJECT DURING TAKEOFF GROUND RUN. PLT ABORTED THE TAKEOFF. ACFT VEERED TO THE RIGHT AND IMPACTED A SNOWBANK WHICH PARALLELED THE SIDE OF THE RWY. THE ARPT OPERATOR REPORTED THAT THERE WAS SNOW KNOCKED ONTO THE RWY 50 TO 100 FT PRIOR TO WHERE THE ACFT CONTACTED THE SNOWBANK.

Brief of Accident (Continued)

File No. - 18

1/28/85

OTTAWA,KS

A/C Reg. No. N8127F

Time (Lcl) - 1930 CST

-----  
Occurrence #1      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN  
-----

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 53      2/01/85      OLATHE,KS      A/C Reg. No. N4781A      Time (Lcl) - 1325 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire -	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRANDVIEW,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOHNSON COUNTY EXECUTIVE
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 20
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK ON THE LEFT SIDE OF THE RWY FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING A TOUCH AND GO LANDING. THE PLT STATED CONTROL OF THE ACFT WAS LOST WHEN HE ATTEMPTED TO RECONFIGURE THE ACFT FOR THE TAKEOFF PORTION OF THE TOUCH AND GO.

Brief of Accident (Continued)

File No. - 53

2/01/85

OLATHE,KS

A/C Reg. No. N4781A

Time (Lc1) - 1325 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.      IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  3.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 178      4/17/85      LAKIN,KS      A/C Reg. No. N5654K      Time (Lc1) - 1358 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH 35-B33	Eng Make/Model - CONTINENTAL IO-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LAKIN,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DODGE CITY,KS	LAKIN
Wind Dir/Speed- 200/015 KTS		Runway Ident - 22
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 2900/ 100
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2484
SE LAND	Months Since - 3	Make/Model- 2435
	Aircraft Type - 35-B33	Instrument- 1006
		Last 24 Hrs - 39
		Last 30 Days- UNK/NR
		Last 90 Days- 252

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ATTAINED APRX 200 FT OF ALT AFTER TAKEOFF BEFORE THE ENG WAS HEARD CHANGING SOUND BEFORE THE POPPING & BACKFIRING BEGAN, ACCORDING TO WITNESSES. AFTER ALL ENG SOUNDS CEASED THE ACFT DESCENDED RAPIDLY TO A GRASSY AREA OF THE ARPT & LANDED WITH THE LNDG GEAR & FLAPS FULLY RETRACTED. THE ACFT SLID APRX 180 FT FROM INITIAL IMPACT TO A STOP;AFTER ROTATING 180 DEGREES THE ACFT ENDED THE SLIDE FACING IN THE OPPOSITE DIRECTION. POST ACC EXAM REVEALED ALL ENG CONTROLS FULL FWD. THE ENG FUEL SELECTOR WAS ON THE RT TANK. THE ACFT WAS RAISED AND TANKS DRAINED. THE RT FUEL TANK HAD APRX 1 CUP OF FUEL IN IT. THE LEFT TANK HAD APRX 25 GALLONS. NO BREAKS OR LEAKS IN THE FUEL SYS WERE FOUND. THE FUEL LINES & FUEL CONTROL CONTAINED NO FUEL. THE ACFT WAS LAST SERVICED WITH FUEL ON 4/16/85, THE DAY BEFORE THE ACCIDENT. THE PLT STATED THAT NO FUEL WAS ADDED ON THE 17TH,THE DAY OF THE ACC.

Brief of Accident (Continued)

File No. - 178

4/17/85

LAKIN,KS

A/C Reg. No. N5654K

Time (Lc1) - 1358 MST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
8. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 176      3/04/85      CAMPBELLSVILLE,KY      A/C Reg. No. N3969S      Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -STANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172E	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

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	TAYLOR CO.
Wind Dir/Speed- 240/018 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 1200 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1200 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2199
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1541
		Instrument- 211
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Multi-Eng - 127

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS POSITIONED WITH ITS TAIL INTO THE WIND & IT WAS BLOWN OVER. THE WIND WAS FROM 240 DEG AT 18 KTS WITH GUSTS TO 28 KTS.

Brief of Accident (Continued)

File No. - 176

3/04/85

CAMPBELLSVILLE, KY

A/C Reg. No. N3969S

Time (Lc1) - 1600 EST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
  3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
  4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    STANDING - ENGINE(S) OPERATING

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 158      1/08/85      FERRIDAY,LA      A/C Reg. No. N1474N      Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL AC-12	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FERRIDAY,LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 238
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 87
		Last 30 Days- 5
		Instrument- 5
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS OBSERVED IN SLOW FLT APRX 40 FT AGL JUST ABOVE STALL SPEED WITH THE ENG OPERATING SMOOTHLY. THE ACFT THEN STALLED AND IMPACTED IN AN APRX 90 DEG NOSE DOWN ATTITUDE. THE PLT WAS FLYING FROM THE FRONT SEAT. THE ACFT WAS NOT EQUIPPED WITH SHOULDER HARNESSSES.

Brief of Accident (Continued)

File No. - 158

1/08/85

FERRIDAY, LA

A/C Reg. No. N1474N

Time (Lc1) - 1730 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 116      3/24/85      ANGOLA, LA      A/C Reg. No. N73616      Time (Lc1) - 0840 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/003 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  
PINEVILLE, LA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ANGOLA  
Runway Ident - 30  
Runway Lth/Wid - 2800 -UNK/NR  
Runway Surface - DIRT  
Runway Status - DRY  
SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	964	Last 24 Hrs -	1
Make/Model-	410	Last 30 Days-	UNK/NR	
Instrument-	97	Last 90 Days-	33	
Multi-Eng -	9			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOUCHED DOWN SHORT OF THE RWY FOLLOWING AN APPROACH TO LAND AFTER THE PLT HAD ACCOMPLISHED A X-COUNTRY FLT WITH A PASS'G ON BOARD. THE PLT STATED THAT HE BECAME MOMENTARILY DISORIENTED DUE TO HAZE & BRIGHT SUNLIGHT DURING THE APPROACH. DURING THIS SHORT PERIOD OF DISORIENTATION THE ACFT TOUCHED DOWN & NOSED OVER TO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 116

3/24/85

ANGOLA, LA

A/C Reg. No. N73616

Time (Lcl) - 0840 CST

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
2. LIGHT CONDITION - SUNGLARE
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. DESCENT - NOT CORRECTED - PILOT IN COMMAND
6. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2           NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 10      1/03/85      ELLISONORE,MO      A/C Reg. No. N20828      Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GALESBURG,IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NEW ORLEANS,LA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - ICE
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3700
SE LAND,ME LAND	Months Since - 22	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 32
		Instrument- UNK/NR
		Multi-Eng - 500
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT OBTAINED WX BRIEFING FOR ROUTE FROM MOLINE, IL, ST. LOUIS, MO, MEMPHIS, TX, TO NEW ORLEANS, LA. PLT WAS INFORMED VFR WAS NOT RECOMMENDED IN EASTERN IOWA BUT ST. LOUIS WAS VFR AND FORECAST TO BE 1000 TO 2000 FT BROKEN TO SCATTERED ALL MORNING. VFR WAS ALSO NOT RECOMMENDED IN MEMPHIS. PLT DEPARTED GALESBURG, IL, AND WAS VECTORED AROUND ST. LOUIS BY ATC. PLT STATED HE ENCOUNTERED 2500 TO 3000 FT CEILINGS WEST OF FARMINGTON, MO, AND DECIDED TO LAND AT WALNUT RIDGE, AR. 25 MILES N OF WALNUT RIDGE SNOW AND LOW CEILINGS WERE ENCOUNTERED. UNABLE TO FIND GOOD WX, PLT MADE A PRECAUTIONARY LANDING IN A FIELD DURING WHICH THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 10      1/03/85      ELLISONORE,MO      A/C Reg. No. N20828      Time (Lc1) - 1230 CST

---

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. WEATHER CONDITION - SNOW
  3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
  4. WEATHER CONDITION - LOW CEILING
  5. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED - PILOT IN COMMAND
  6. WEATHER EVALUATION - NOT POSSIBLE - ATC PERSONNEL(FSS)
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 19      1/13/85      INDEPENDENCE, MO      A/C Reg. No. N7025X      Time (Lc1) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150A	Eng Make/Model - CONTINENTAL D-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	INDEPENDENCE, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	INDEPENDENCE MEM
Wind Dir/Speed- 231/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2570/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 12
	Months Since - N/A	Make/Model- 12
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

PLT MADE TWO GO-AROUNDS BECAUSE THE ACFT WAS BLOWN TO THE LEFT OF THE RWY. ACFT TOUCHED ON THIRD ATTEMPT, VEERED TO THE LEFT AND CONTACTED A SNOWBANK.

Brief of Accident (Continued)

File No. - 19

1/13/85

INDEPENDENCE, MO

A/C Reg. No. N7025X

Time (Lcl) - 1530 CST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. WEATHER CONDITION - GUSTS
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  5. WEATHER CONDITION - CROSSWIND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 191      2/17/85      LEE'S SUMMIT,MO      A/C Reg. No. N5704X      Time (Lc1) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 320  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4990  
No. of Seats - 5

Eng Make/Model - CONTINENTAL TS10-470-B  
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- 190/002 KTS  
Visibility - 20.0 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  
HOT SPRINGS,AR  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

MCCOMBS  
Runway Ident - 18  
Runway Lth/Wid - 3000/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3632  
Last 24 Hrs - 3  
Make/Model- 69  
Last 30 Days- 0  
Instrument- UNK/NR  
Last 90 Days- 57  
Multi-Eng - 1843  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN PLT LOWERED LANDING GEAR HE DID NOT GET A SAFE INDICATION. GEAR APPEARED TO BE DOWN AND WARNING HORN DID NOT SOUND WHEN THROTTLES WERE RETARDED; HOWEVER, NOSE GEAR COLLAPSED DURING LANDING ROLL. EXAMINATION OF SYSTEM DID NOT REVEAL REASON FOR COLLAPSE BUT DAMAGE TO SYSTEM PRECLUDED VERIFICATION OF PROPER RIGGING.

Brief of Accident (Continued)

File No. - 191

2/17/85

LEE'S SUMMIT, MO

A/C Reg. No. N5704X

Time (Lcl) - 1330 CST

-----  
Occurrence #1        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)  
1. UNDETERMINED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 56      2/17/85      WALDRON, MO      A/C Reg. No. N8541C      Time (Lcl) - 1715 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-20  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1950  
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 135 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

NOAHS ARK  
Runway Ident - 33  
Runway Lth/Wid - 2950/ 30  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 54  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	-	400	Last 24 Hrs -	2
Make/Model-	200		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER INVERTED AFTER THE LEFT LANDING GEAR WHEEL CONTACTED SNOW ALONGSIDE THE RWY DURING A TOUCH AND GO.

Brief of Accident (Continued)

File No. - 56

2/17/85

WALDRON, MO

A/C Reg. No. N8541C

Time (Lc1) - 1715 CST

---

Occurrence #1 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 33      2/27/85      LEE'S SUMMIT, MO      A/C Reg. No. N18664      Time (Lcl) - 0735 CST

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-BUSINESS	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During	-DESCENT			0	0	0	2	

-----Aircraft Information-----

Make/Model	- CESSNA 177B	Eng Make/Model	- LYCOMING O-360-A1F6D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	UNK/NR			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	KIRKSVILLE, MO		MCCOMAS-LEE'S SUMMIT MUN.	
Wind Dir/Speed	- CALM			Runway Ident	- 36
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 3000/ 60
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2559	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 15	Make/Model - 456	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 62
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON TAKEOFF, ACFT LIFTED OFF THE RWY AND SETTLED HARD BACK ONTO THE RWY. INSPECTION REVEALED ACFT WAS COVERED WITH 1/4 TO 1/2 INCH OF SNOW & ICE WHEN THE TAKEOFF WAS ATTEMPTED.

Brief of Accident (Continued)

File No. - 33

2/27/85

LEE'S SUMMIT, MO

A/C Reg. No. N18664

Time (Lcl) - 0735 CST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - RUNWAY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 7      3/02/85      OSAGE BEACH, MO      A/C Reg. No. N541T      Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-APPROACH	Pass	0	0	0	0
		NONE				

-----Aircraft Information-----

Make/Model	- BEECH 35	Eng Make/Model	- CONTINENTAL IO-470-N	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3125	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	OSAGE BEACH, MO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	GRAND GLAIZE/ LINNCREEK
Wind Dir/Speed	- 090/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 14
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- 3205/ 60
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 169
SE LAND	Months Since - 5	Make/Model	- 21
	Aircraft Type - BE-35N	Instrument	- 5
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 3

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED TURBULENCE WAS ENCOUNTERED 1/2 MILE FROM THE RWY. NEAR THE APCH END OF THE RWY THE ACFT DROPPED SUDDENLY CONTACTING THE TERRAIN SHORT OF THE THRESHOLD. THE ACFT CONTINUED ONTO THE RWY WHERE THE NOSE GEAR AND RT MAIN GEAR COLLAPSED. THE ACFT THEN SLID OFF THE RT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 7

3/02/85

OSAGE BEACH, MO

A/C Reg. No. N541T

Time (Lcl) - 1600 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. TERRAIN CONDITION - GROUND
6. TERRAIN CONDITION - RUNWAY

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      OTHER

Finding(s)

7. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 55 3/15/85 PRINCETON,MO

A/C Reg. No. N1040Z

Time (Lc1) - 1055 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-KCMO RADIO	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3	
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- HUGHES 369HS	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2400	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 420 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	PLATTSBURG,MO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	PRINCETON,MO			
Wind Dir/Speed	- UNK/NR			Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE	FULL STOP			
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	Current - YES	Total - 7050	Last 24 Hrs - 5
SE LAND	Months Since - 10	Make/Model - 235	Last 30 Days - 40
HELICOPTER	Aircraft Type - 500D	Instrument - 76	Last 90 Days - 175
			Rotorcraft - 6850

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTERS TAIL ROTOR COLLIDED WITH POWER LINES DURING AN APCH TO AN OPEN FIELD. ACCORDING TO THE PLT, UPON DESCENDING ONTO THE FLD, THE ACFT BEGAN TO VIBRATE SEVERELY. CONSEQUENTLY, THE PLT LOST CONTROL AND THE HELICOPTER MADE TWO 360 DEGREE REVOLUTIONS (THE ACFTS NOSE SWINGING RIGHT) BEFORE CONTACTING THE GROUND AND COMING TO REST ON IT'S LEFT SIDE.

Brief of Accident (Continued)

File No. - 55

3/15/85

PRINCETON,MO

A/C Reg. No. N1040Z

Time (Lcl) - 1055 CST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH

Finding(s)

1. OBJECT - WIRE,STATIC
  2.    CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
  4.    DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3        ROLL OVER  
Phase of Operation    DESCENT - UNCONTROLLED

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 52      3/18/85      ROLLA, MO      A/C Reg. No. N714FT      Time (Lcl) - 2017 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 1	0	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CARBONDALE, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROLLA, MO	Runway Ident - N/A
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 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 - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 26
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 26
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO THE STUDENT PLTS MISCALCULATION OF THE ACFT'S RATE OF FUEL CONSUMPTION THE ACFT RAN OUT OF FUEL APRX 2 MILES FROM THE ROLLA DOWNTOWN ARPT. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE UPON COLLIDING WITH TREES DURING THE NIGHT FORCED LANDING. THIS WAS THE PLTS FIRST SOLO X-COUNTRY FLT.

Brief of Accident (Continued)

File No. - 52

3/18/85

ROLLA, MO

A/C Reg. No. N714FT

Time (Lcl) - 2017 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - NONE SUITABLE
7. LIGHT CONDITION - NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 71      4/01/85      KANSAS CITY,MO      A/C Reg. No. N11HE      Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - EHLERS STARDUSTER ESA300  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1100  
No. of Seats - 2

Eng Make/Model - LYCOMING O-435-1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 190 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 340/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DES MOINES,IA  
Destination  
KANSAS CITY,MO

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

KANSAS CITY DOWNTOWN  
Runway Ident - 36  
Runway Lth/Wid - 7000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2700      Last 24 Hrs - UNK/NR  
Make/Model- 500      Last 30 Days- UNK/NR  
Instrument- 20      Last 90 Days- 35  
Multi-Eng - 300

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE LANDING ROLL HE NOTICED AN ACFT LANDING BEHIND HIS AND THEREFORE VEERED HIS ACFT TO THE RIGHT OF RWY 36 TRAVELING ABOUT 45 MPH. DURING THE MANEUVER THE PLT FELT THE RIGHT GEAR GIVE AND THE ACFT CONSEQUENTLY GROUND LOOPED TWICE TO THE RIGHT RESULTING IN THE COLLAPSE OF THE RIGHT WING AND GEAR. THE RIGHT STRUT ATTACHMENT BOLT WAS FOUND ON RWY 36 AND SHOWED SIGNS OF SEPARATION DUE TO TENSION LOADS.

Brief of Accident (Continued)

File No. - 71

4/01/85

KANSAS CITY, MO

A/C Reg. No. N11HE

Time (Lc1) - 1530 CST

Occurrence #1 ABRUPT MANEUVER

Phase of Operation LANDING - ROLL

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
3. MANEUVER - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 113      2/16/85      PONTOTOC,MS      A/C Reg. No. N2512F      Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- BELLANCA 7ECA	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/007 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 1500/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 290
SE LAND	Months Since - 1	Make/Model- 14
	Aircraft Type - UNK/NR	Instrument- 2
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RAN OFF THE END OF THE 1500 FT WET & SOGGY SOD RWY DURING TAKEOFF GROUND RUN. THE PLT STATED THAT HE DID NOT REALIZE THAT HE WAS NOT GOING TO LIFTOFF , UNTIL THE ACFT WAS TOO FAR DOWN THE RWY TO STOP ON THE REMAINING RWY SURFACE.

Brief of Accident (Continued)

File No. - 113

2/16/85

PONTOTOC, MS

A/C Reg. No. N2512F

Time (Lcl) - 1330 CST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. TERRAIN CONDITION - SOFT
  3.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  4. ABORTED TAKEOFF - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - WET
  6. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 27 1/04/85 BILLINGS,MT

A/C Reg. No. N6750C

Time (Lcl) - 1825 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	1

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECH B36TC  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2338  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-UB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 220/017 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
SEATTLE,WA  
Destination  
BILLINGS,MT

Airport Proximity  
ON AIRPORT

Airport Data

LOGAN  
Runway Ident - 22  
Runway Lth/Wid - 5704/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND,ME LAND

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 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-----

PLT USED CANNULA CONNECTED TO PORTABLE OXYGEN SYSTEM DURING CLIMB STARTING AT 11,000 FT MSL. AT FL 170 PLT SWITCHED TO A MASK CONNECTED TO ACFT OXYGEN STSTEM. AT FL 250, PLT COMPLAINED OF STOMACH PAINS FOR APRX 1/2 HR. PLT THEN STATED TO HIS SON THAT HIS OXYGEN SMELT BAD, THE MASK WAS AWKWARD TO USE AND IT FIT POORLY. AT THIS TIME THE PLT USED THE MASK AND CANNULA TOGETHER. THE ACFT OXYGEN SYSTEM WAS CHECKED AND INDICATED A POSITIVE FLOW WITH A BOTTLE PRESSURE OF 1500 PSI. PLT THEN BEGAN SHOWING SIGNS OF HYPOXIA AND SUBSEQUENTLY DRIFTED IN AND OUT OF CONSIIOUSNESS. PLTS SON TOOK OVER CONTROLS, DECLARED AN EMERGENCY AND FLEW THE ACFT UNTIL FINAL APCH WHEN THE PLT TOOK CONTROL OF ACFT. PLT DIVED ACFT ON SHORT FINAL AND SON PULLED BACK ON YOKE. ACFT CONTACTED GROUND SHORT OF THE RWY. INSPECTION OF THE ACFT OXYGEN SYSTEM REVEALED NO MECHANICAL MALFUNCTION, HOWEVER, THE OXYGEN BOTTLE REPORTEDLY HAD AN APRX DEW POINT OF -35 DEG F. OXYGEN USED FOR AVIATION IS REQUIRED TO HAVE A DEW POINT OF -83 DEG F OR LESS.

Brief of Accident (Continued)

File No. - 27

1/04/85

BILLINGS, MT

A/C Reg. No. N6750C

Time (Lc1) - 1825 MST

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation CRUISE

Finding(s)

1. OXYGEN SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION (ANOXIA/HYPOXIA) - PILOT IN COMMAND
  3. AIRCRAFT HANDLING - PERFORMED - UNQUALIFIED PERSON
- 

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. CONTROL INTERFERENCE - IMPROPER - PILOT IN COMMAND
  5. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
  6. REMEDIAL ACTION - ATTEMPTED - UNQUALIFIED PERSON
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 65      2/24/85      POLSON,MT      A/C Reg. No. N8676C      Time (Lcl) - 1700 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/025 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - SNOW SHOWER  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

POLSON  
Runway Ident - 18  
Runway Lth/Wid - 4200/ 60  
Runway Surface - ASPHALT  
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command.

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 562	Last 24 Hrs	- UNK/NR
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED A 35 KT GUST OF WIND FROM THE NORTH LIFTED THE TAIL OF THE ACFT TO THE LEFT. THE ACFT VEERED RIGHT, CONTACTED A SNOW BANK AND NOSED OVER. THE PLT WAS TAXIING ON RWY 18 AFTER LANDING WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 65

2/24/85

POLSON, MT

A/C Reg. No. N8676C

Time (Lc1) - 1700 MST

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - TAILWIND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
- 

Occurrence #3            NOSE OVER  
Phase of Operation      TAXI - FROM LANDING

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 200      5/13/85      RAPELJE, MT      A/C Reg. No. N44260      Time (Lcl) - 1515 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-36  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4800  
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-A1B  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 375 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 220/005 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 22  
Runway Lth/Wid - 2600/ 50  
Runway Surface - GRAVEL  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 26  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1881  
Make/Model- 500  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 16  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SETTLED BACK TO GROUND CONTACT AFTER REACHING AN ALT (EST BY THE PLT) OF 60 FT AGL DURING TAKEOFF INITIAL CLIMB. THE PLT STATED THAT HE RECOGNIZED THE ACFT WAS SETTLING TOWARD THE GROUND & NOTICED A DISSIPATION OF AIRSPEED. THE PLT SAID THAT HE THEN "ELECTED TO HOLD LOAD AS LONG AS POSSIBLE BEFORE DUMPING. I DUMPED THE LOAD 20 FT ABOVE THE POINT WHERE I KNEW I WAS GOING TO IMPACT THE GROUND." THE DENSITY ALT WAS COMPUTED TO BE 4700 FT (ARPT FLE 3800 FT) BY THE IIC. IN THE AREA OF THE PLTS REPORT RESERVED FOR RECOMMENDATIONS FOR PREVENTION (OF THIS ACCIDENT TYPE) THE PLT WROTE "I BELIEVE THAT I GOT INTO A SITUATION KNOWN AS 'REGION OF REVERSE COMMAND.'" THE DEFINITION OF THIS PHENOMENON DESCRIBES AN AERODYNAMIC SITUATION IN WHICH THE TOTAL DRAG OF THE ACFT INCREASES AS THE AIRSPEED DECREASES. THIS DRAG INCREASES TO A POINT WHERE INSUFFICIENT POWER IS AVAILABLE TO MAINTAIN ALTITUDE. THE PLT ALSO REPORTED THAT THE ACFT LOAD CONSISTED OF 200 GALLONS OF 2,4,D & ROUNDUP, IN ADDITION TO 55 GALLONS OF AVIATION FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 200

5/13/85

RAPELJE,MT

A/C Reg. No. N44260

Time (Lc1) - 1515 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
4. ROTATION - PREMATURE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
7. LOAD JETTISON - DELAYED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, EXPECTANCY - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

9. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, EMOTIONAL REACTION - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

11. TERRAIN CONDITION - ROUGH/UNEVEN
12. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 102      3/23/85      LIBERTY, NC      A/C Reg. No. N9438      Time (Lc1) - 1245 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - GROSS TAYLOR TITCH	Eng Make/Model - CONTINENTAL C90-12F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 745	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LIBERTY, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MADISON, NC	CAUSEY
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 322
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 313
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES INTERVIEWED, PILOT MADE A TAKEOFF ON RUNWAY 2, HOLDING THE PLANE JUST A FEW FEET OFF THE RUNWAY WITH A STEEP PULL UP AT THE END OF THE RUNWAY. IT WAS THEN OBSERVED DOING A STEEP BANK, LOW ALTITUDE 180 DEGREE TURN AND PROCEEDED DIAGONALLY BACK ACROSS THE RUNWAY AT AN ALTITUDE LESS THAN 25 FEET AND MADE ANOTHER STEEP PULL-UP AND ANOTHER STEEP TURN AT WHICH TIME THE AIRPLANE FLEW INTO THE GROUND.

Brief of Accident (Continued)

File No. - 102

3/23/85

LIBERTY, NC

A/C Reg. No. N9438

Time (Lc1) - 1245 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. LOW PASS - PERFORMED - PILOT IN COMMAND
6. CLEARANCE - IMPROPER - PILOT IN COMMAND
7. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 21      1/05/85      NEWBURG,ND      A/C Reg. No. N5046C      Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -TAKEOFF			0	0	0	0	

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING UNK	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - UNK/NR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - 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)
PRIVATE	Current - YES	Total - 798
SE LAND	Months Since - 9	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 798
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED TAKEOFF ON A SLIPPERY, SNOW COVERED FIELD WITH A 45 DEGREE X-WIND. ACFT VEERED DURING THE TAKEOFF GROUND RUN AND LEFT MAIN GEAR SHEARED OFF AFTER CONTACTING A SNOWBANK.

Brief of Accident (Continued)

File No. - 21

1/05/85

NEWBURG,ND

A/C Reg. No. N5046C

Time (Lcl) - 1600 CST

Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation       TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation       TAKEOFF - GROUND RUN

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

Occurrence #3            MAIN GEAR COLLAPSED  
Phase of Operation       TAKEOFF - GROUND RUN

Finding(s)

9. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 198      3/21/85      GRAND FORKS,ND      A/C Reg. No. N2582S      Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA 18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRAND FORKS
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3291
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 20
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 24
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON MARCH 21, 1985, A PIPER PA 18 GROUND LOOPED ON LANDING ROLLOUT AT GRAN FORKS, ND. THE INSTRUCTOR STATED THE AIRCRAFT ACCIDENT OCCURRED WHEN HE WAS CHECKING OUT ANOTHER FLIGHT INSTRUCTOR IN THE TAILWHEEL AIRPLANE. DURING THE LANDING ROLL OUT THE AIRPLANE "GOTAWAY" FROM THE STUDENT INSTRUCTOR IN THE FRONT SEAT. THE AIRPLANE GROUNDLOOPED TO THE RIGHT AND BENT THE LEFT WING SPAR.

Brief of Accident (Continued)

File No. - 198

3/21/85

GRAND FORKS,ND

A/C Reg. No. N2582S

Time (Lc1) - 1000 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 141      7/19/85      SYKESTON,ND      A/C Reg. No. N739GA      Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 300/005 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  
MONTPELIER,ND  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - 3000-N/A  
Runway Surface - GRAVEL  
Runway Status - DRY  
ROUGH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 59  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - UNK/NR  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE MADE A NORMAL LANDING ON AN AERIAL APPLICATION AIRSTRIP. DURING THE ROLLOUT THE PLT SPOTTED AN UNMARKED MAIL BOX. THE PLT SAID HE SWERVED TO AVOID COLLIDING WITH THE MAIL BOX. THE ACFT WENT OFF THE SIDE OF THE STRIP AND INTO A FIELD. THE PLT SAID HE WAS NOT TOLD THAT THE OBSTRUCTION HAD BEEN INSTALLED.

Brief of Accident (Continued)

File No. - 141

7/19/85

SYKESTON,ND

A/C Reg. No. N739GA

Time (Lc1) - 1000 CDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAVAILABLE
  2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
  3. OBJECT - OBJECT
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 12      1/02/85      PAWNEE CITY, NE      A/C Reg. No. N7138F      Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-DESCENT		Pass 1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TECUMSEH, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wld - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 492
SE LAND	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150F	Make/Model- 202
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

PLT AND PASSENGER DEPARTED TO FLY OVER A GROUP OF FRIENDS WHO WERE ON A COYOTE HUNT. WITNESS STATED THE ACFT APPROACHED FROM THE NE APRX 300 FT AGL. ACFT THEN MADE A LEFT CRCLING TURN AND WAS DESCRIBED AS FLYING VERY SLOW. AFTER COMPLETING APRX 360 DEGREES OF TURN, THE ACFT'S SPEED REDUCED AND IT ROLLED FROM SIDE TO SIDE BEFORE CONTACTING THE GROUND.

Brief of Accident (Continued)

File No. - 12

1/02/85

PAWNEE CITY, NE

A/C Reg. No. N7138F

Time (Lcl) - 1430 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 97      1/04/85      NEWARK, NJ      A/C Reg. No. N1106M      Time (Lcl) - 1505 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	1
Accident Occurred During -STANDING						

-----Aircraft Information-----

Make/Model - HUGHES 500D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3000	Engine Type - TURBOSHAFT		
No. of Seats - 4	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	JAMAICA, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEWARK, NJ	HELISTOP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - FREEZING RAIN		
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)
ATP	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 8	Make/Model- 2000
HELICOPTER	Aircraft Type - 206	Instrument- 105
		Multi-Eng - 22
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT FRONT SEAT PASSENGER DEPLANED AND WALKED REARWARD TO RETREIVE HIS LUGGAGE FROM THE LEFT REAR SEAT OF THE HELICOPTER DURING THE COOLING DOWN STAGE OF THE ENGINE SHUTDOWN. AFTER DEPLANING HE PROCEEDED REARWARD UNDER THE MAIN ROTOR WASH. WHEN REAR OF THE TAIL ROTOR HE WALKED INTO THE ROTATING BLADES.

Brief of Accident (Continued)

File No. - 97

1/04/85

NEWARK,NJ

A/C Reg. No. N1106M

Time (Lc1) - 1505 EST

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Occurrence

PROPELLER/ROTOR CONTACT

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
  3. VISUAL LOOKOUT - INADEQUATE - PASSENGER
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 15 1/02/85 LORDSBURG,NM

A/C Reg. No. N101PQ

Time (Lcl) - 1650 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	4	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 210B  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3000  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-S  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/007 KTS  
Visibility - 80.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RIALTO,CA  
Destination  
CARLSBAD,NM

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 56

Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 565	Last 24 Hrs - UNK/NR
Make/Model- 23	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 22
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT DURING THE FLT THE RT FUEL TANK WAS USED UNTIL EMPTY AT WHICH TIME THE LEFT TANK WAS SELECTED. APRX 20 MINUTES AFTER SWITCHING TANKS AND 2 HRS 35 MINUTES AFTER DEPARTURE, THE ENGINE BACKFIRED AND SUBSEQUENTLY QUIT. A FORCED LANDING WAS MADE DURING WHICH TIME ACFT NOSED DOWN AFTER CONTACTING A SAND DOME. INVESTIGATION REVEALED THAT DURING THE 4 MONTHS WHICH THE PLT OWNED THE ACFT HE HAD TO HAVE THE FUEL SYSTEM CLEANED TWICE BECAUSE OF SEDIMENT. INSPECTION OF THE ACFT DISCLOSED SEDIMENT IN THE FUEL PUMPS AND SADDLE TANKS. THE SEDIMENT WAS CLEANED OUT AND THE ENGINE WOULD NOT RUN LONGER THEN APRX 2 MINUTES ON EITHER TANK. THE FUEL SYSTEM WAS THOROUGHLY CHECKED AND THE ONLY DISCREPANCY NOTED WAS EXCESSIVE PLAY IN THE FUEL SELECTOR VALVE.

Brief of Accident (Continued)

File No. - 15

1/02/85

LORDSBURG, NM

A/C Reg. No. N101PQ

Time (Lc1) - 1650 MST

Occurrence #1 LOSS OF POWER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. BLEED AIR SYSTEM, VALVE - UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Occurrence #4 NOSE DOWN  
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 166      2/17/85      BELEN,NM      A/C Reg. No. N6381F      Time (Lcl) - 1310 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 337	Eng Make/Model - CONTINENTAL IO-360-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ALBUQUERQUE,NM	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALEXANDER
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 460
ME LAND	Months Since - 6	Make/Model- 273
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 273
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED GEAR UP DURING A PRACTICE OF TOUCH AND GO LANDINGS. THE PRIVATE PLT CHANGED HIS CHOICE OF RWYS DURING THE APPROACH. IN A POST ACCIDENT INTERVIEW HE STATED THAT HE RAISED THE LNDG GEAR & FORGOT TO RE-EXTEND IT AFTER ESTABLISHING A NEW APPROACH PATTERN FOR THE NEXT LNDG ON RWY 03. THE PREVIOUS LNDGS WERE ON RWY 21. THE WIND WAS REPORTED AS FROM 360 DEGS AT 05 KTS WITH GUSTS TO 10 KTS. THE PLT REPORTED ON HIS WRITTEN FORM THAT THERE WAS "NOT MUCH WIND AND NO TRAFFIC". HIS RECOMMENDATION--"NEVER FAIL TO DO A GUMP CHECK BEFORE LANDING". THIS ACCIDENT OCCURRED AT AN UNCONTROLLED (UNMANNED/NON-EXISTANT TWR) ARPT.

Brief of Accident (Continued)

File No. - 166

2/17/85

BELEN,NM

A/C Reg. No. N6381F

Time (Lc1) - 1310 MST

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - POOR - PILOT IN COMMAND
5. PLANNED APPROACH - CONFLICTING - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 72      3/10/85      ARROYO SECO,NM      A/C Reg. No. N2242C      Time (Lc1) - 1600 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 180  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL O-470-A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 225 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 280/015 KTS  
Visibility      - 40.0      SM  
Lowest Sky/Clouds      - 3000 FT  
Lowest Ceiling      - 3000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident      - 15  
Runway Lth/Wid      - 1000/ 150  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 32  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 159      Last 24 Hrs - UNK/NR  
Make/Model- 94      Last 30 Days- UNK/NR  
Instrument- 2      Last 90 Days- 69

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT. COLLIDED WITH TREES OFF THE END OF THE 1000 FT LONG GRASS AIRSTRIP DURING AN ABORTED TAKEOFF ATTEMPT.  
CALCULATIONS SHOW IT WOULD HAVE TAKEN APRX 1171 FT FOR THE PLT TO SUCCESSFULLY PERFORM THE ABORTED TAKEOFF.

Brief of Accident (Continued)

File No. - 72

3/10/85

ARROYO SECO,NM

A/C Reg. No. N2242C

Time (Lc1) - 1600 MST

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Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation   TAKEOFF

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 140      3/14/85      ANGEL FIRE,NM      A/C Reg. No. N5515G      Time (Lc1) - 1000 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANGEL FIRE,NM	ANGEL FIRE
Wind Dir/Speed- 130/006 KTS		Runway Ident - 17
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - 8800/ 75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND,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-----

THE ACFT TOUCHED DOWN 1500 FT SHORT OF THE RWY AND THE NOSE GEAR COLLAPSED. THE TAXIWAYS WERE ROUGH AND SOFT YELLOW CHEVRONS WERE PAINTED ON THE TAXIWAYS, AT THE APCH END OF THE RWY. THE PLT STATED THAT HE WAS CONCENTRATING ON THE APCH AND DID NOT SEE THE CHEVRONS.

Brief of Accident (Continued)

File No. - 140

3/14/85

ANGEL FIRE,NM

A/C Reg. No. N5515G

Time (Lc1) - 1000 MST

Occurrence #1           UNDERSHOOT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2.       IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. DISTANCE - NOT CORRECTED - PILOT IN COMMAND
4.       IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - SOFT
7. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
8. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 103      2/16/85      LAS VEGAS, NV      A/C Reg. No. N731EZ      Time (Lcl) - 1819 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

	Fatal	Injuries Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA P210  
Landing Gear    - TRICYCLE-RETRACTABLE  
Max Gross Wt    - 4000  
No. of Seats     - 6

Eng Make/Model - CONTINENTAL TS10-520P  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method           - N/A  
Completeness    - N/A  
Basic Weather    - VMC  
Wind Dir/Speed- 170/006 KTS  
Visibility       - 15.0 SM  
Lowest Sky/Clouds - 25000 FT  
Lowest Ceiling   - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BULLHEAD CITY, AZ  
Destination  
LAS BEGAS, NV

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - VFR  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

LAS VEGAS  
Runway Ident      - 19  
Runway Lth/Wid   - 9776/ 150  
Runway Surface    - ASPHALT  
Runway Status     - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 49  
Biennial Flight Review  
Current           - YES  
Months Since      - 12  
Aircraft Type      - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 416  
Make/Model-       93  
Instrument-        42  
Last 24 Hrs -      1  
Last 30 Days-      UNK/NR  
Last 90 Days-      22

Instrument Rating(s) - NONE

-----Narrative-----

THE HYDRAULIC POWER PACK RESERVOIR WAS DEPLETED FROM A LEAK IN THE HAND PUMP SUCTION LINE, WHICH HAD BEEN CHAFED THROUGH BY INTERFERENCE WITH THE RIGHT RUDDER CABLE. APPARENTLY, THERE WAS SUFFICIENT BACK PRESSURE REMAINING TO LOWER AND LOCK THE NOSE GEAR, BUT THE MAIN GEAR NEVER EXTENDED BEYOND THE OVER-CENTER LOCKS AND COLLAPSED DURING THE LANDING ROLL. THE LANDING GEAR WARNING HORN WAS IMPROPERLY RIGGED AND NOT FUNCTIONAL. THE PILOT STATED HE OBSERVED A GEAR-DOWN INDICATION (LIGHT). THE INDICATING SYSTEM WAS FOUND TO BE PROPERLY CALIBRATED; HOWEVER, IT COULD NOT HAVE DISPLAYED A GEAR-DOWN LIGHT UNLESS THE MAIN GEAR WERE FULLY EXTENDED. THE PILOT'S STATEMENT IS IN ERROR IN THIS REGARD.

Brief of Accident (Continued)

File No. - 103

2/16/85

LAS VEGAS,NV

A/C Reg. No. N731EZ

Time (Lc1) - 1819 PST

Occurrence #1 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

1. HYDRAULIC SYSTEM,LINE - CHAFED
2. GEAR DOWN AND LOCKED - MISREAD - PILOT IN COMMAND
3. LANDING GEAR,GEAR WARNING SYSTEM - FALSE INDICATION
4. FLUID,HYDRAULIC - LOSS,TOTAL

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - AIRPORT FACILITY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 44      2/17/85      RENO,NV      A/C Reg. No. N33883      Time (Lc1) - 1455 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- SCHWEIZER SGS-126E	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- HULL	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- 800	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Surface
Condition of Light	Type Apch/Lndg	- N/A
	- FORCED LANDING	

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- N/A	Total - 58
	Months Since	- N/A	Last 24 Hrs - 1
GLIDER	Aircraft Type	- N/A	Make/Model- 34
			Last 30 Days- UNK/NR
			Instrument- 0
			Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT GLIDER PILOT WAS RIDGE FLYING IN THERMALS THEN LIFT DROPPED OFF. THE ACFT TURNED DOWNWIND, AWAY FROM RISING TERRAIN AND THE PLT MADE AN EMERGENCY OFF ARPT LANDING.

Brief of Accident (Continued)

File No. - 44

2/17/85

RENO,NV

A/C Reg. No. N33883

Time (Lc1) - 1455 PST

-----  
Occurrence #1      ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation      CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 105      3/12/85      FISH LAKE VALLE,NV      A/C Reg. No. N2965A      Time (Lc1) - 1810 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-DESERT SOUTHWEST AIRLINES	SUBSTANTIAL		Fatal	Serious	Injuries
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					None
						1
						2

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1G5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	COTTONWOOD LAND,AZ			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	FISH LAKE VALLE,NV		NORTH VALLEY	
Wind Dir/Speed	- 360/010 KTS			Runway Ident	- UNK/NR
Visibility	- 50.0 SM	ATC/Airspace		Runway Lth/Wid	- 5300/ 50
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 24682	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 5	Make/Model- 154	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 1330	Last 90 Days- 113
		Multi-Eng - 21467	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE ACFT VEERED SHARPLY TO THE LEFT AND STRUCK AN IRRIGATION SPRINKLING SYSTEM. THE OPERATOR DISCOVERED THAT THE VALVE STEM TO THE TIRE HAD BROKEN AND THE PLT HAD LANDED WITH A FLAT TIRE.

Brief of Accident (Continued)

File No. - 105

3/12/85

FISH LAKE VALLE,NV

A/C Reg. No. N2965A

Time (Lcl) - 1810 PST

-----  
Occurrence #1       LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,TIRE - INADEQUATE
- 

Occurrence #2       ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 172      4/06/85      CARNEY,OK      A/C Reg. No. N8052T      Time (Lcl) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination OKLAHOMA CITY,OK	Airport Data
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1200/ 200
Wind Dir/Speed- 060/004 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	
Lowest Ceiling -		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 837
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Make/Model- 649
		Last 30 Days- UNK/NR
		Instrument- 95
		Last 90 Days- 6
		Multi-Eng - 176

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT ATTEMPTED TO ABORT TAKEOFF FROM GRASS STRIP MOWED IN PASTURE. PLT LOST CONTROL AND ACFT RECEIVED SUBSTANTIAL DAMAGE WHEN IT RAN OFF RWY AND COLLIDED WITH DIRT BANK RWY ESTIMATED TO BE BETWEEN 1,000 FT TO 1200 FT LONG.

Brief of Accident (Continued)

File No. - 172

4/06/85

CARNEY,OK

A/C Reg. No. N8052T

Time (Lcl) - 1645 CST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 96      4/10/85      ROSSTON,OK      A/C Reg. No. N5073F      Time (Lc1) - 1749 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - FAIRCHILD HILLER FH-1100	Eng Make/Model - DETR. DIESEL 250-C18B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2530	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 278 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 045/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 919
SE LAND	Months Since - 1	Make/Model- 406
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 87
		Rotorcraft - 919

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED ENGINE LOST POWER DURING TAKEOFF CLIMB DUE TO A LEAK IN THE AIR LINE FROM THE ENGINE BLEED VALVE. HE ATTEMPTED TO MAKE A FORCED LANDING BUT UPON TOUCHDOWN, DUE TO HIS FORWARD MOVEMENT, THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 96

4/10/85

ROSSTON,OK

A/C Reg. No. N5073F

Time (Lcl) - 1749 CST

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation   TAKEOFF - INITIAL CLIMB  
1. PNEUMATIC SYSTEM - LEAK  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation   DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #4        NOSE OVER  
Phase of Operation   LANDING - FLARE/TOUCHDOWN  
-----

Finding(s)  
2. TERRAIN CONDITION - SOFT  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3 1/16/85 TROUTDALE,OR A/C Reg. No. N6475B Time (Lc1) - 0845 PDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage		Fatal	Injuries		
Name of Carrier	-SPORTS AAIR	SUBSTANTIAL			Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA T210M	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	TROUTDALE,OR	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	MEDFORD,OR	TROUTDALE
Wind Dir/Speed	- 090/020 KTS	ATC/Airspace	Runway Ident - 07
Visibility	- 25.0 SM	Type of Flight Plan	- IFR
Lowest Sky/Clouds	- 15000 FT	Type of Clearance	- IFR
Lowest Ceiling	- 15000 FT BROKEN	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 3049	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 13	Make/Model - 108	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 427	Last 90 Days - 228
		Multi-Eng - 1334	Rotorcraft - 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF PLT FELT A "TICK" IN THE ENGINE. PLT REDUCED PWR AND HEADED BACK TO TROUTDALE. ENGINE QUIT OVER THE THRESHOLD OF RWY 07 AS PLT WAS MAKING A 360 DEG TURN. ACFT TOUCHED DOWN SHORT OF RWY 07 CONTACTING SMALL BUSHES AND TREES. INSPECTION REVEALED THE EXTERNAL OIL LINE FROM THE ENGINE OIL SCAVENGE PUMP AND TURBO SUPERCHARGER FRACTURED ALLOWING A LOSS OF ALL BUT 1 1/2 QTS OIL WHICH RESULTED IN A CRANKSHAFT SEIZURE.

Brief of Accident (Continued)

File No. - 3

1/16/85

TROUTDALE,OR

A/C Reg. No. N6475B

Time (Lc1) - 0845 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT  
Phase of Operation LANDING

Finding(s)

2. WEATHER CONDITION - HIGH WIND
3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 4      2/02/85      ONTARIO, OR      A/C Reg. No. N2321S      Time (Lcl) - 1845 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	NONE	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-STANDING	NONE	Pass 0	0	0	0
			Other 0	1	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 337B	Eng Make/Model	- CONTINENTAL IO-360-C	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 210 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	IDAHO FALLS, ID		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	ONTARIO MUNICIPAL	
Wind Dir/Speed	- 090/005 KTS		Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 1100 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- 7500 FT OVERCAST	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- SNOW			
Condition of Light	- DUSK			

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 461	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 24	Make/Model - 155	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 38	Last 90 Days - UNK/NR
		Multi-Eng - 155	

Instrument Rating(s) - NONE

-----Narrative-----

PILOTS SISTER APPROACHED THE RT SIDE OF THE ACFT TO SPEAK TO HIM. WHEN LEAVING THE SIDE OF THE ACFT SHE WALKED INTO THE FRONT TURNING PROP. PLT STATED SHE HAD BEEN AROUND THE ACFT NUMEROUS TIMES AND WAS AWARE OF THE ENGINE CONFIGURATION.

Brief of Accident (Continued)

File No. - 4

2/02/85

ONTARIO,OR

A/C Reg. No. N2321S

Time (Lc1) - 1845 MST

-----  
Occurrence PROPELLER/ROTOR CONTACT  
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)  
1. VISUAL LOOKOUT - NOT MAINTAINED - OTHER PERSON  
2. LIGHT CONDITION - DUSK  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 133      2/09/85      CENTRAL POINT,OR      A/C Reg. No. N233W      Time (Lcl) - 1248 PST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MERCY FLIGHTS, INC.	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	3	0	0	0	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	1	0	0	0	
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- GULFSTREAM AEROSPACE AC-680F	Eng Make/Model	- LYCOMING IGS0-540-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 380 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GOLD BEACH,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MEDFORD,OR	MEDFORD-JACKSON COUNTY
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6700/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 5500 FT OVERCAST	Type Apch/Lndg - T	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 9867
SE LAND,ME LAND,ME SEA	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - AC-680F	Make/Model- 25
		Instrument- 1733
		Multi-Eng - 7296
		Last 30 Days- UNK/NR
		Last 90 Days- 42
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED A LOSS OF POWER ON BOTH ENGS DURING DESCENT TO LAND. APRX 3 MINS PRIOR, TWR GAVE PLT OPTION OF "STRAIGHT-IN" TO RWY 14 OR REG PATTERN TO RWY 32. THE PLT HESITATED & SAID "JUST A MINUTE" & TWR OFFERED WIND INFO AS "210 AT 13." PLT REPLIED, "KAY." APRX 1 MIN LATER PLT SAID "33W WILL MAKE A LEFT BASE FOR 14." TWR CLEARED HIM & DECLARED VISUAL CONTACT. PLT ACKNOWLEDGED "3WHISKEY." ONE MIN & 54 SECS LATER, PLT DECLARED PWR LOSS & EMERG. TWR ROGERED. SEVEN SECS LATER, PLT SAID "GONNA HIT IT" FOLLOWED 2 SECS LATER WITH AN UNITELLIGIBLE COMMENT. WITNESSES SAW THE ACFT GLIDING WINGS LVL TOWARD RWY WHEN A LOUD "REV" WAS HEARD, THE ACFT PITCHED UP & ROLLED LEFT TO AN INVERTED POSITION BEFORE GROUND CONTACT & EXPLOSION. POST ACCIDENT INVESTIGATION DID NOT DISCLOSE ANY ENG OR FUEL SYSTEM MALFUNCTION. THIS ACFT HAD EXPERIENCED A PWR LOSS AFTER DESCENDING FROM 15500 TO 12000 FT MSL ON 2/2/85 WITH THE SAME PLT AS REPORTED BY THE CO-PLT ON THAT FLT. AFTER APRX 1 1/2 MINUTES PWR WAS RESTORED.

Brief of Accident (Continued)

File No. - 133

2/09/85

CENTRAL POINT,OR

A/C Reg. No. N233W

Time (Lc1) - 1248 PST

Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
6.      AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), AIRCRAFT MANUALS - MANUFACTURER
7. FUEL SYSTEM - UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

8. EMERGENCY PROCEDURE - MISJUDGED - PILOT IN COMMAND

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

9. AIRSPEED (VMC) - NOT MAINTAINED - PILOT IN COMMAND
10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
11. THROTTLE/POWER CONTROL - NOT CORRECTED - PILOT IN COMMAND
12. MANEUVER - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

13. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,8,9,10,11,12

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 131      2/18/85      LOWELL,OR      A/C Reg. No. N314RM      Time (Lcl) - 1725 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	2	0
Pass 0	0	0	0

Type of Operation - OTHER WORK USE  
Flight Conducted Under - 14 CFR 133  
Accident Occurred During - MANEUVERING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BELL 214B1  
Landing Gear - SKID  
Max Gross Wt - 16000  
No. of Seats - 7

Eng Make/Model - LYCOMING T5508D  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 2050 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 25000 FT  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 36

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - 214B1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- 2931	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - 4418

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH HILLY TERRAIN DURING AN EMERGENCY AUTOROTATION LANDING ATTEMPT FOLLOWING A REPORTED ENG OVERSPEED. THE CREW REPORTED THERE WAS AN INDICATION OF ENG OVERSPEED WHICH THEY COULD NOT CONTROL. POST ACC EXAMINATION REVEALED NO EVIDENCE OF OVERSPEED OR FAILURE OF ANY CONTROL DEVICES THAT WOULD MATERIALLY HAVE AFFECTED THE FLT CREWS ABILITY TO MAINTAIN ENG RPM AT THE PROPER AND/OR DESIRED RATE. ROTOR RPM DECAY WAS ALSO REPORTED BY THE FLT CREW EVEN WITH THE ENG AT THE REPORTED HIGH RPM. NO REASON FOR THE ALLEGED CONDITION WAS FOUND IN CONTINUITY OF THE PWR TRAIN IN AN EXAMINATION OF THE POWERPLANT & DRIVE TRAIN AFTER ENG SHUT DOWN BY GROUND PERSONNEL.

Brief of Accident (Continued)

File No. - 131

2/18/85

LOWELL, OR

A/C Reg. No. N314RM

Time (Lc1) - 1725 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation HOVER

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - OVERSPEED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 45      2/22/85      GASTON,OR      A/C Reg. No. N3710T      Time (Lcl) - 1700 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT F19	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SHERWOOD,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAURELWOOD
Wind Dir/Speed- 210/050 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000 -UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 265
SE LAND	Months Since - 11	Make/Model- 123
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING A PRECAUTIONARY LANDING ONTO A 1000 FOOT PRIVATE GRASS AIRSTRIP DUE TO A NOISE OUTSIDE THE ACFT WHICH WAS HEARD INFLT. THE PLT WAS LANDING TO THE EAST WITH A RIGHT QUARTERING TAILWIND OF 5 TO 10 KNOTS. AN OVERRUN OCCURRED AND THE PLT MADE A HARD TURN TO THE LEFT TO AVOID A DITCH STRAIGHT AHEAD. THE RIGHT WING STRUCK A TELEPHONE POLE DURING THE TURN.

Brief of Accident (Continued)

File No. - 45

2/22/85

GASTON,OR

A/C Reg. No. N3710T

Time (Lcl) - 1700 PST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
4. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 132      3/10/85      CHRISTMASVALLEY,OR      A/C Reg. No. N9166A      Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	1

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      NONE  
Crew      0  
Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 170A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2200  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL C-145-2  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 50.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SUNRIVER,OR  
Destination  
CHRISTMASVALLEY,OR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

CHRISTMAS VALLEY  
Runway Ident      - 07  
Runway Lth/Wid      - 4600/ 100  
Runway Surface      - GRAVEL  
Runway Status      - DRY  
ICE COVERED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 59

Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1870
Make/Model-	475
Instrument-	82
Multi-Eng -	13
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	62

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON TOUCHDOWN THE LEFT AXLE BROKE AND THE LEFT MAIN GEAR S EPARATED FROM THE ACFT. THE ACFT LEFT THE RWY AND THE NOSED OVER. THE PLT DISCOVERED THAT THE AXLE HAD CRISTALIZED AND THEN CRACKED.

Brief of Accident (Continued)

File No. - 132

3/10/85

CHRISTMASVALLEY,OR

A/C Reg. No. N9166A

Time (Lc1) - 1430 PST

-----  
Occurrence #1      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. LANDING GEAR,AXLE - FAILURE,TOTAL  
-----

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 119      4/04/85      BURNS,OR

A/C Reg. No. N5051U

Time (Lcl) - 2015 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1800  
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-H1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 320/004 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
HILLSBORO,OR  
Destination  
BURNS,OR

Airport Proximity  
ON AIRPORT

Airport Data

BURNS MUNICIPAL  
Runway Ident - 29  
Runway Lth/Wid - 5100/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 50  
Biennial Flight Review  
Current - NO  
Months Since - 70  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 223	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 14	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED LEFT AND THE PLT OVERCORRECTED WITH RIGHT RUDDER AND A GROUND LOOP THEN OCCURRED. THE PLT SAID THE BRAKES NEEDED TO BE WORKED ON PRIOR TO THE ACCIDENT. HE SAID THAT THEY WERE NOT AS EFFECTIVE AS THEY SHOULD HAVE BEEN & THAT HE WAS AWARE OF THE BRAKES CONDITION.

Brief of Accident (Continued)

File No. - 119

4/04/85

BURNS,OR

A/C Reg. No. N5051U

Time (Lc1) - 2015 PST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
6. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - OTHER PERSON
7. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

8. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
9. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 1,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 123      4/13/85      HAMPTON,OR      A/C Reg. No. N9861L      Time (Lcl) - 1300 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1560  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-52C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CORVALLIS,OR  
Destination  
REDMOND,OR

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

HAMPTON  
Runway Ident - 27  
Runway Lth/Wid - 1000 -UNK/NR  
Runway Surface - DIRT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 26  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 32  
Make/Model- 32  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT MADE A PRECAUTIONARY LANDING DUE TO BEING LOST AND LOW ON FUEL. THE AIRSTRIPS SURFACE WAS 1000 FT OF DIRT AND SAND WITH A FENCE AT THE DEPARTURE END. TAKEOFF DATA BASED ON GROSS WEIGHT, ZERO WIND, 4000 FT ELEVATION AT 80 DEGREES, ON A HARD SURFACES RWY WOULD REQUIRE AT LEAST 1129 FT FOR TAKEOFF. THE ACFT WAS LIFTED OFF PREMATURELY AND A DEPARTURE STALL OCCURED WITH THE ACFT STRIKING THE FENCE AND THEN ROLLING A SHORT DISRENCE INTO SAGEBRUSH BEFORE COMING TO A REST.

Brief of Accident (Continued)

File No. - 123

4/13/85

HAMPTON,OR

A/C Reg. No. N9861L

Time (Lc1) - 1300 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 120 4/20/85 DEXTER,OR

A/C Reg. No. N2582P

Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - LAKE BUCCANEER  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2600  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 240/006 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 3000 FT

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EUGENE,OR

Destination

DEXTER,OR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DEXTER LAKE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT,PRIVATE

Age - 45

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 148 Last 24 Hrs - 2

Make/Model- 0 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING TOUCHDOWN SEVERAL TIMES WHILE ATTENDING TO LAND ON THE WATER. THE ACFT WAS TOO CLOSE TO A DAM TO MAKE A GO-AROUND. THE ACFT THEN STRUCK THE DAM HEAD ON.

Brief of Accident (Continued)

File No. - 120

4/20/85

DEXTER, OR

A/C Reg. No. N2582P

Time (Lc1) - 1530 PDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. DISTANCE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 195      2/09/85      CHARLESTON, SC      A/C Reg. No. N211DS      Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECH 95-C55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 280 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 320/007 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
BALTIMORE, MD  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

CHARLESTON INTL  
Runway Ident - 33  
Runway Lth/Wid - 9001/ 200  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ILS-COMPLETE  
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 21  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	550	Last 24 Hrs	-	3
Make/Model	-	150	Last 30 Days	-	15
Instrument	-	130	Last 90 Days	-	20
Multi-Eng	-	250			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT MAKING PRACTICE COUPLED ILS APCH IN VMC. INTERCEPTED LOCALIZER OUTSIDE THE OUTER MARKER. HELD THE GEAR, INTENDING TO LOWER THEM AT OM. CONTINUED INBD TO DH WHERE HE RESUMED MANUAL CONTROL. OBSERVED GEAR WARNING LT AND HEARD AURAL GEAR WARNING BUT FAILED TO RECOGNIZE THEIR MEANING. TOUCHED DOWN WITH GR UP. PLT WAS THE ACFT OWNER AND HAD 150 HRS EXPERIENCE IN MAKE/MODEL. NO SAFETY PLT. PASSENGER WAS NOT A PLT.

Brief of Accident (Continued)

File No. - 195

2/09/85

CHARLESTON, SC

A/C Reg. No. N211DS

Time (Lc1) - 1800 EST

Occurrence

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, HABIT INTERFERENCE - PILOT IN COMMAND
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 161      2/15/85      RIDGELAND, SC      A/C Reg. No. N5823L      Time (Lcl) - 2115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	2	1

-----Aircraft Information-----

Make/Model      - GULFSTREAM AA-5  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2G  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - PARTIAL, LMTD BY PILOT  
Basic Weather      - VMC  
Wind Dir/Speed-      240/004 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
GOLDSBORO, NC  
Destination  
SAVANNAH, GA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - WET  
SOFT

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - STRAIGHT-IN  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 112      Last 24 Hrs      - 4  
Make/Model-      17      Last 30 Days-      UNK/NR  
Instrument-      2      Last 90 Days-      14

Instrument Rating(s)      - NONE

-----Narrative-----

APPROX 3.75 HOURS AFTER TAKEOFF THE PLT CONTACTED SAVANNAH APPROACH AND REQUESTED A STRAIGHT IN APPROACH TO LAND AT SAVANNAH AIRPORT BECAUSE OF LOW FUEL. MOMENTS LATER THE ENGINE LOST POWER AND THE PLT MADE A FORCED LANDING IN A FIELD 10 MILES NE OF SAVANNAH AIRPORT. RESCUE PERSONNEL AT THE ACCIDENT REPORTED THAT THERE WAS NO EVIDENCE OF FUEL ONBOARD THE ACFT OR SPILLED AROUND THE WRECKAGE.

Brief of Accident (Continued)

File No. - 161

2/15/85

RIDGELAND, SC

A/C Reg. No. N5823L

Time (Lcl) - 2115 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. LIGHT CONDITION - NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 112      2/17/85      HILTON HEAD, SC      A/C Reg. No. N5636B      Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      - PERSONAL  
Flight Conducted Under      - 14 CFR 91  
Accident Occurred During      - DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	2

-----Aircraft Information-----

Make/Model      - MAULE M-5-235C  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-540-J1A5D  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 235 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 290/005 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 2000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
STUART, FL  
Destination  
CHARLESTON, SC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HILTON HEAD  
Runway Ident      - 21  
Runway Lth/Wid      - 3700/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 36  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 900  
Make/Model- 45  
Instrument- 20  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

ACFT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB ANGLE UPON LIFT OFF AND CLIMBED TO ABOUT 300 FT. THEN THE ACFT NOSED OVER & FELL TO THE GROUND.

Brief of Accident (Continued)

File No. - 112

2/17/85

HILTON HEAD, SC

A/C Reg. No. N5636B

Time (Lc1) - 1515 EST

Occurrence #1        ABRUPT MANEUVER  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 11      2/01/85      SIOUX,SD      A/C Reg. No. NCFCBT      Time (Lcl) - 1524 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 180A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2650  
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 260/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRAND FORKS,ND  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 34  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL  
Flight Time (Hours)

Total	-	650	Last 24 Hrs -	3
Make/Model-	200		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

ACFT DEPARTED WINNEPEG AT 1035 AND LANDED AT GRAND FORKS, ND, AT 1150. DEPARTED GRAND FORKS, ND, AT 1305 AND THE ACCIDENT OCCURRED AT 1524. 4 MILES NW OF SIOUX FALLS, SD, THE PLT REPORTED A ROUGH RUNNING ENGINE WHICH SUBSEQUENTLY QUIT. A FORCED LANDING WAS MADE IN A FIELD 2 1/2 MILES NORTH OF SIOUX FALLS. INVESTIGATION REVEALED LITTLE FUEL IN THE TANKS. TTL FUEL CAPACITY WAS 62 GALLONS. THE ACFT BURNS APRX 15 GALLONS/HR AND CONTAINS 10 GALLONS UNUSABLE FUEL.

Brief of Accident (Continued)

File No. - 11

2/01/85

SIoux,SD

A/C Reg. No. NCFCBT

Time (Lc1) - 1524 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
  2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
  3. FLUID,FUEL - EXHAUSTION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 70 2/16/85 HOT SPRINGS,SD A/C Reg. No. N4513R Time (Lc1) - 1145 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAXI

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 290/020 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HOT SPRINGS MUNI

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 52

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 54

Last 24 Hrs - UNK/NR

Make/Model- 54

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

PLT SAID HE PERFORMED A "HASTY" PREFLIGHT. DURING ENGINE PRE-START THE PLT INADVERTENTLY LEFT THE THROTTLE OPEN. THE ENGINE SRATED AND THE ACFT TAXIED ACROSS THE RAMP AND HIT A FENCE POST BEFORE THE PLT COULD REGAIN CONTROL OF THE ACFT.

Brief of Accident (Continued)

File No. - 70

2/16/85

HOT SPRINGS, SD

A/C Reg. No. N4513R

Time (Lc1) - 1145 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
3. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND
4. PARKING BRAKES - NOT USED - PILOT IN COMMAND
5. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
7. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI

Finding(s)

8. OBJECT - FENCE
9. ABORT - NOT PERFORMED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, PANIC - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,7,9

Factor(s) relating to this accident is/are finding(s) 2,6,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 76      3/05/85      CHATTANOOGA, TN      A/C Reg. No. N4757H      Time (Lcl) - 1730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAXI

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	0
Pass		0	1	1	0
Other		0	0	1	0

-----Aircraft Information-----

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
VENICE, FL  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

LOVELL  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 60  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1912	Last 24 Hrs - 4
Make/Model- 620	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO DISENGAGE THE STARTER PINION GEAR BY ROCKING THE PROP UP & DOWN BY HAND. THE ENG INADVERTENTLY STARTED & THE ACFT ROLLED ACROSS THE RAMP AT A HIGH RATE OF SPEED & COLLIDED WITH TWO AUTOMOBILES & A CHAIN LINK FENCE BEFORE COMING TO REST. A WITNESS OBSERVED THE MAGS & THE MASTER SWITCH IN THE BOTH & ON POSITIONS RESPECTIVELY. TWO PASSENGERS WERE SEATED IN THE BACK SEATS.

Brief of Accident (Continued)

File No. - 76

3/05/85

CHATTANOOGA, TN

A/C Reg. No. N4757H

Time (Lc1) - 1730 EST

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI

Finding(s)

1. OBJECT - VEHICLE
2. STARTING PROCEDURE - POOR - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
4. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 159      1/06/85      CORPUS CHRISTI, TX      A/C Reg. No. N5301A      Time (Lcl) - 1458 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL D-470-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BISHOP, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORPUS CHRISTI INTL
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 354
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 25
	Aircraft Type - UNK/NR	Instrument - 36
		Multi-Eng - 82
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

PLT RPTD LOSS OF PWR ON LEFT ENG DURING FLARE; DIRECTIONAL CONTROL WAS LOST & ACFT WENT OFF SIDE OF THE RWY. LEFT GEAR COLLAPSED AND ACFT RCVD SUBSTANTIAL DAMAGE. ENGINES WERE RUN AFTER ACCT. REASON FOR RPTD LOSS OF PWR UNDET. ACFTS RADIO INOP. PLTS SEAT BACK BROKEN.

Brief of Accident (Continued)

File No. - 159

1/06/85

CORPUS CHRISTI, TX

A/C Reg. No. N5301A

Time (Lcl) - 1458 CST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. ENGINE ASSEMBLY - FAILURE, TOTAL  
2. ENGINE ASSEMBLY - UNDETERMINED  
-----

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND  
-----

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)  
5. LANDING GEAR, MAIN GEAR - OVERLOAD  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 20 1/17/85 WICHITA FALLS, TX A/C Reg. No. N5162D Time (Lcl) - 1855 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal	Injuries		
	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/007 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
AUSTIN, TX  
Destination  
WICHITA FALLS, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WICHITA VALLEY  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - STRAIGHT-IN  
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 58  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 415  
Make/Model- 212  
Instrument- 6  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

PLT INTENTIONALLY RAN THE RT FUEL TANK EMPTY AND SWITCHED TO THE LEFT TANK WHICH WAS 1/2 TO 3/4 FULL ON TAKEOFF. PLT MAINTAINED A LEFT SIDE SLIP DURING THE LANDING APCH TO COMPENSATE FOR X-WIND CONDITIONS. PLT STATED, AT 400 FT AGL HE NOTICED A PWR LOSS. UNABLE TO GLIDE TO THE RWY, A FORCED LANDING WAS MADE IN A PLOWED FIELD. PERSONS KNOWLEDGABLE OF THIS ACFT STATED THE ENG WILL QUIT IF THE FUEL TANK WHICH CORRESPONDS TO THE DIRECTION OF THE SIDE SLIP IS NOT FULL. THIS TYPE OF FAILURE OCCURS DUE TO THE FUEL TANK OUTLET LINE BECOMING UNPORTED THUS ALLOWING AIR TO ENTER THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 20

1/17/85

WICHITA FALLS, TX

A/C Reg. No. N5162D

Time (Lc1) - 1855 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - PREMATURE - PILOT IN COMMAND
2. FLUID, FUEL - STARVATION
3. FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 157      2/16/85      JASPER, TX      A/C Reg. No. N94238      Time (Lcl) - 1245 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-N2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 220/017 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOUSTON, TX

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

JASPER

Runway Ident - 17

Runway Lth/Wid - 4000/ 70

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 40

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 47

Last 24 Hrs - 3

Make/Model- 47

Last 30 Days- UNK/NR

Instrument- 1

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED HE ENCOUNTERED A ROLLING ACTION AND A NOSE DOWN PITCH POSSIBLY FROM TURBULENCE. THE ACFT TOUCHED DOWN NOSE FIRST SO HARD THAT THE NOSE GEAR COLLAPSED AND THE ACFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 157

2/16/85

JASPER, TX

A/C Reg. No. N94238

Time (Lc1) - 1245 CST

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. FLARE - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 156      2/18/85      COMANCHE, TX

A/C Reg. No. N54149

Time (Lcl) - 2000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -CRUISE

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - CESSNA 172P  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2150  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-320-D2J  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 160 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 040/015 KTS  
Visibility        - 3.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling    - 1700 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ARLINGTON, TX  
Destination  
BROWNWOOD, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident        - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 26  
Biennial Flight Review  
Current            - YES  
Months Since      - 7  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 80  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT FLEW THE ACFT INTO RISING TERRAIN IN A WINGS LEVEL ATTITUDE DURING A PERIOD OF LOW CEILINGS ON A DARK NIGHT. THE PLT STATED HE WAS DESCENDING TO STAY CLEAR OF THE OVERCAST AND NEVER SAW THE GROUND. PLT HAD A TOTAL OF 80 HRS FLT TIME.

Brief of Accident (Continued)

File No. - 156

2/18/85

COMANCHE, TX

A/C Reg. No. N54149

Time (Lc1) - 2000 CST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 171      2/25/85      PEARLAND, TX      A/C Reg. No. N9769T      Time (Lcl) - 1625 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2	
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PEARLAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LAPORTE, TX	PEARLAND
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 30
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1017
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 91
		Last 30 Days - UNK/NR
		Instrument - 93
		Last 90 Days - 161
		Multi-Eng - 86

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CFI PUT DOWN TWO NOTCHES OF FLAPS WHICH IS FULL DOWN ON THE PA-38. CFI STATED HE HAD FLOWN A PA-28-161 THAT MORNING AND THAT TWO NOTCHES OF FLAPS ON THAT ACFT WERE USED FOR SHORT FIELD TAKEOFFS. THE ACFT ENTERED A STALL-MUSH AFTER TAKEOFF AND CONTROL WAS LOST DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 171

2/25/85

PEARLAND, TX

A/C Reg. No. N9769T

Time (Lcl) - 1625 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF PROCEDURE, HABIT INTERFERENCE - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)
4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 155      3/02/85      BIG SPRING, TX      A/C Reg. No. N26EW      Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	2
							0

-----Aircraft Information-----

Make/Model	- HILLER UH-12D	Eng Make/Model	- LYCOMING VO-435-A1C	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2750	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 4	Rated Power	- 265 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	BIG SPRING, TX	
Completeness	- N/A	Destination	
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 220/008 KTS	Runway Ident	- N/A
Visibility	- 20.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Runway Surface	- N/A
Lowest Ceiling	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE	ATC/Airspace	
Precipitation	- NONE	Type of Flight Plan	- NONE
Condition of Light	- DAYLIGHT	Type of Clearance	- NONE
		Type Apch/Lndg	- SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 4248
SE LAND, ME LAND	Months Since - 9	Make/Model	- 68
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 452
		Multi-Eng	- 288
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 68
		Rotorcraft	- 3000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

CFI WAS DEMONSTRATING A SIMULATED ENG FAILURE WITH TAILWIND OF 10 KTS, 20 KTS GRND SPEED. THE ACFT YAWED LEFT AND TOUCHDOWN WAS MADE WITH 10 KT GRND SPEED. THE RIGHT SKID BROKE OFF AND THE ACFT ROLLED OVER. THE MANEUVER WAS INITIATED AT 4 FT SKID HEIGHT.

Brief of Accident (Continued)

File No. - 155

3/02/85

BIG SPRING, TX

A/C Reg. No. N26EW

Time (Lc1) - 1230 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation HOVER

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
2. AUTOROTATION - INTENTIONAL - PILOT IN COMMAND(CFI)
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND(CFI)
5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 ROLL OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 154      3/24/85      BAY CITY, TX

A/C Reg. No. N2163C

Time (Lc1) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 195B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3150  
No. of Seats      - 4

Eng Make/Model - JACOBS R755B2  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 275 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- 290/010 KTS  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      -  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BAY CITY, TX  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	2295	Last 24 Hrs	- UNK/NR
Make/Model-	92		Last 30 Days-	UNK/NR
Instrument-	79		Last 90 Days-	11
Multi-Eng	-	55		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CESSNA EXHAUST STACK FAILED AT WELD. HOT EXHAUST BURNED THROUGH MAGNRTO P LEADS AND ENG FAILED. DURING FORCED LANDING ON A NARROW FARM ROAD WITH A QUARTERING TAILWIND. THE ACFT DRIFTED OFF THE SIDE OF THE ROAD DURING THE LANDING ROLL AND NOSED OVER.

Brief of Accident (Continued)

File No. - 154

3/24/85

BAY CITY, TX

A/C Reg. No. N2163C

Time (Lc1) - 1200 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - BURNED
  2. EXHAUST SYSTEM, STACK - SEPARATION
  3. IGNITION SYSTEM, MAGNETO - SHORTED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 111      3/26/85      PHARR, TX      A/C Reg. No. NXBANR      Time (Lc1) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCALLEN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TUXPAN VER, MX	Runway Ident - N/A
Wind Dir/Speed- 130/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3500
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 2000
		Instrument- 195
		Multi-Eng - 2000
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT IS MEXICAN REGISTERED AND WAS BEING FLOWN BY A MEXICAN NATIONAL, FROM MCALLEN TX. TO TUXPAN VER. MEXICO. ITS CARGO WAS TELEVISION SETS. ABOUT FIVE MINUTES AFTER DEPARTING MCALLEN THE PILOT REPORTED A POWER LOSS AND THAT HE WAS RETURNING TO THE AIRPORT. SHORTLY THEREAFTER THE AIRCRAFT STRUCK A POWER POLE AND HOUSE AND COLLIDED WITH THE TERRAIN. IT THEN CAUGHT FIRE AND BURNED. THE REASON FOR THE REPORTED ENGINE FAILURE IS UNKNOWN.

Brief of Accident (Continued)

File No. - 111

3/26/85

PHARR, TX

A/C Reg. No. NXBANR

Time (Lc1) - 0900 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. OBJECT - UTILITY POLE
3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #5      FIRE  
Phase of Operation      OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 153      3/28/85      EL PASO, TX      A/C Reg. No. N6282X      Time (Lcl) - 1458 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - FERRY  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAXI

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA TU206G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-M  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 230/027 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 12000 FT PART OBS  
Lowest Ceiling - 25000 FT OVERCAST  
Obstructions to Vision- DUST  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAJITAS, TX  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

EL PASO INTL.  
Runway Ident - 26  
Runway Lth/Wid - 9000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, ATP, CFI  
SE LAND, ME LAND, SE SEA  
GLIDER

Age - 33  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	5130
Make/Model-	400
Instrument-	365
Multi-Eng -	3375
Last 24 Hrs -	8
Last 30 Days-	UNK/NR
Last 90 Days-	191

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT BEING TAXIIED TO RAMP AFTER LANDING WITH WIND 27 KTS GUSTING TO 42 KTS. A GUST OF WIND LIFTED THE RIGHT WING AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 153

3/28/85

EL PASO, TX

A/C Reg. No. N6282X

Time (Lc1) - 1458 MST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation TAXI - FROM LANDING

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER  
Phase of Operation TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 110      3/30/85      MATAGORDA IS.,TX      A/C Reg. No. N3562X      Time (Lcl) - 1902 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 360/011 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
AUSTIN, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MATAGORDA IS.  
Runway Ident - N/A  
Runway Lth/Wid - 3700/ 60  
Runway Surface - DIRT  
Runway Status - WET  
WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total - UNK/NR  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT EXECUTED A VFR GO-AROUND WHILE ON FINAL APPROACH DUE TO LIVESTOCK ON THE RUNWAY AND REPORTEDLY EXPERIENCED ENGINE POWER LOSS. THE AIRCRAFT MADE A FORCED LANDING ON THE BEACH AND FLIPPED INVERTED, COMING TO REST IN THE WATER ALONGSIDE THE BEACH. THE WRECKAGE HAS NOT BEEN RECOVERED FROM THE SALT WATER. REASON FOR ENGINE FAILURE IS UNKNOWN. THE PLT FAILED TO RETURN THE ACCIDENT REPORTING FORM WHICH WAS SENT TO HIM FOR COMPLIANCE, THEREFORE MUCH OF THE ACCIDENT INFORMATION IS NOT REPORTED/UNKNOWN.

Brief of Accident (Continued)

File No. - 110

3/30/85

MATAGORDA IS.,TX

A/C Reg. No. N3562X

Time (Lc1) - 1902 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 41      4/02/85      AUSTIN, TX      A/C Reg. No. N8121E      Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - MOONEY M20A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - ACFT RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 220/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HUNTSVILLE, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRSTRIP

Airport Data

LAGO VISTA  
Runway Ident - 15  
Runway Lth/Wid - 3800 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 35  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 86  
Make/Model- 14  
Instrument- 2  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE 86 HR PRIVATE PLT LANDED AT A RANCH AND RAN OFF THE END OF THE RWY INTO ROUGH TERRAIN. A GO AROUND WAS NOT ATTEMPTED.

Brief of Accident (Continued)

File No. - 41

4/02/85

AUSTIN, TX

A/C Reg. No. N8121E

Time (Lc1) - 1400 CST

Occurrence            OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 109 4/03/85 JUSTIN,TX

A/C Reg. No. N7137P

Time (Lc1) - 1045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
Crew 0	0	0	0	1
Pass 0	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24-250  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 180/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LUFKIN,TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

CLARK FLD  
Runway Ident - 36  
Runway Lth/Wid - 1800  
Runway Surface - GRAVEL  
Runway Status - DRY  
ROUGH

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 389  
Make/Model- 12  
Instrument- 45  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MISINTERPRETING THE WINDSOCK, THE PILOT LANDED DOWNWIND ON A SHORT GRAVEL STRIP AND COLLIDED WITH A TREE AT THE END.

Brief of Accident (Continued)

File No. - 109

4/03/85

JUSTIN, TX

A/C Reg. No. N7137P

Time (Lcl) - 1045 CST

Occurrence #1            OVERRUN  
Phase of Operation       LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - MISREAD - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. PLANNED APPROACH - NOT CORRECTED - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation       LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. OBJECT - TREE(S)
9. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,9

Factor(s) relating to this accident is/are finding(s) 1,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 173      4/04/85      BIG SPRING, TX      A/C Reg. No. N189      Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA T337G	Eng Make/Model - CONTINENTAL TSIO-360-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LUBBOCK, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BIG SPRING MUNI
Wind Dir/Speed- 260/022 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8800/ 150
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5514
SE LAND, ME LAND	Months Since - 5	Make/Model- 3767
	Aircraft Type - UNK/NR	Instrument- 288
		Multi-Eng - 3767
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LANDED GEAR UP. PLT STATED HE SIMPLY FORGOT TO LOWER THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 173

4/04/85

BIG SPRING, TX

A/C Reg. No. N189

Time (Lcl) - 1300 CST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 99      1/03/85      SALT LAKE CITY,UT      A/C Reg. No. N1356A      Time (Lc1) - 1345 MST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation      -EXTERNAL  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -DESCENT

Fire      Crew      Pass  
NONE      0      0

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA315B  
Landing Gear - SKID  
Max Gross Wt - 4300  
No. of Seats - 5

Eng Make/Model - TURBOMECA ARTOUSTE IIIB      ELT Installed/Activated - YES/YES  
Number Engines - 1      Stall Warning System - NO  
Engine Type - TURBOSHAFT  
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- 330/005 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 34  
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 - 5480      Last 24 Hrs - 3  
Make/Model- 153      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 187  
Multi-Eng - UNK/NR      Rotorcraft - 5355

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED UNCONTROLLED WITH THE TERRAIN DURING EXTERNAL LOAD OPERATION. A 100 FT STEEL CABLE WAS ATTACHED TO THE CARGO HOOK ON THE HELICOPTER AND A NYLON SLING WAS ATTACHED TO THE CABLE SO A SNOWCAT COULD BE PULLED OUT OF A MUD AREA. THE PLT STATED THAT AS HE BEGAN TO PULL FROM THE REAR OF THE SNOWCAT, THE LATERAL CG WAS EXCEEDED AND THE HELICOPTER IMPACTED SHALLOW WATER ON IT'S RIGHT SIDE.

Brief of Accident (Continued)

File No. - 99

1/03/85

SALT LAKE CITY,UT

A/C Reg. No. N1356A

Time (Lcl) - 1345 MST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. AIRCRAFT PERFORMANCE - EXCEEDED
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 169      2/25/85      LAPOINT,UT      A/C Reg. No. N17RK      Time (Lc1) - 1400 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROOSEVELT,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8475
SE LAND,ME LAND	Months Since - 17	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 3930
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK WHILE TAKING OFF FROM A ROAD NEAR LAPOINT, UTAH. THE ACFT WAS BEING USED TO COUNT ELK ON AN INDIAN RESERVATION. THE PLT LANDED TO RELIEVE HIMSELF. ON THE SUBSEQUENT TAKEOFF THE ACFT HIT A CHUCKHOLE IN THE ROAD WHICH CAUSED IT TO VEER INTO A SNOWBANK. THE ACFT FLIPPED OVER CAUSING MINOR INJURIES TO THE PASSENGER.

Brief of Accident (Continued)

File No. - 169

2/25/85

LAPPOINT, UT

A/C Reg. No. N17RK

Time (Lc1) - 1400 MST

---

Occurrence                ON GROUND COLLISION WITH OBJECT  
Phase of Operation        TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
  2.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. TERRAIN CONDITION - ROUGH/UNEVEN
  4. TERRAIN CONDITION - SNOWBANK
  5. JUDGEMENT - POOR - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 168      3/08/85      BOUNTIFUL,UT      A/C Reg. No. N7409E      Time (Lcl) - 1815 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 210  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-520-A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/006 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds      - 16000 FT SCATTERED  
Lowest Ceiling      - 20000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
HURRICANE,UT  
Destination  
BOUNTIFUL,UT

Airport Proximity  
ON AIRPORT

Airport Data

SKY PARK AIRPORT  
Runway Ident      - 35  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - STRAIGHT-IN  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - UNK/NR  
Biennial Flight Review  
Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

ON MARCH 8, 1985, A CESSNA 210, OPERATED BY THE PILOT, LOST ENGINE POWER AND WAS SUBSTANTIALLY DAMAGED. THE AIRPLANE DEPARTED HURRICANE, UTAH AND THE DESTINATION WAS BOUNTIFUL SKYPARK APRT. THE PILOT STATED THAT THE AIRPLANE WAS BEING FERRIED TO THE AIRPORT FOR THE PURPOSE OF OBTAINING AN ANNUAL INSPECTION. THE POST ACCIDENT INVESTIGATION REVEALED THAT THE LEFT FUEL TANK WAS EMPTY. THE RIGHT TANK CONTAINED 1/4. THE ENGINE WAS EXAMINED AND NO FUEL FOUND. THE ENGINE WAS TEST RUN AND OPERATED IN A NORMAL MANNER. A PLACARD IN THE AIRPLANE STATES THAT TAKEOFFS AND LANDINGS ARE NOT TO BE PERFORMED WITH 1/4 TANK OR LESS. THE PLT DID NOT FILE AN ACCIDENT REPORT AND AS A RESULT SOME OF THE DATA FIELDS ARE UNFILLED IN THIS COMPILATION OF KNOWN DATA.

Brief of Accident (Continued)

File No. - 168

3/08/85

BOUNTIFUL,UT

A/C Reg. No. N7409E

Time (Lc1) - 1815 MST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR,MAIN GEAR - OVERLOAD
8. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 100      3/13/85      SALT LAKE CITY,UT      A/C Reg. No. N51671      Time (Lcl) - 1845 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ENSTROM F-28L	Eng Make/Model - LYCOMING HIO-360-E1AD	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENG LOST PWR ON FINAL APCH AT APRX 100 FT AGL. THE TAIL BOOM WAS SEVERED DURING THE AUTOROTATIONAL LANDING ON SOFT GROUND. POST ACCIDENT EXAM OF THE ENG REVEALED THAT THE LEFT MAGNETO POINT GAP WAS EXCESSIVELY CLOSED. DURING ENG TEST RUN, WHEN THE LEFT MAGNETO "P" LEAD WAS DISCONNECTED, THE ENG OPERATED ON THE RIGHT MAG.

Brief of Accident (Continued)

File No. - 100

3/13/85

SALT LAKE CITY,UT

A/C Reg. No. N51671

Time (Lc1) - 1845 MST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IGNITION SYSTEM,MAGNETO - CLEARANCE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 175      3/31/85      LOGAN,UT      A/C Reg. No. N50511      Time (Lc1) - 1600 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1700  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

LOGAN  
Runway Ident - 35  
Runway Lth/Wid - 5900/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 23  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 48	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED THE RWY DURING A TOUCH AND GO LANDING. THE PLT STATED THAT AFTER TOUCHDOWN, THE ACFT PULLED TO THE RIGHT. THE ACFT IMPACTED A SNOWBANK TO ADJACENT TO THE RWY AND NOSED OVER. IT WAS REPORTED THAT THE PLT HAD APPLIED WHEEL BRAKES WITH THE THROTTLE ADVANCED PRIOR TO IMPACTING THE SNOWBANK.

Brief of Accident (Continued)

File No. - 175

3/31/85

LOGAN,UT

A/C Reg. No. N50511

Time (Lc1) - 1600 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - SNOWBANK
8. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8,9

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 194      4/01/85      SALT LAKE CITY,UT      A/C Reg. No. XBCKE      Time (Lc1) - 1313 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	4

-----Aircraft Information-----

Make/Model	- CESSNA 210	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/008 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point GRAND CANYON,AZ</p> <p>Destination SALT LAKE CITY,UT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VISUAL FULL STOP FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SLAT LAKE CITY</p> <p>Runway Ident - 34R</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - ROUGH</p>
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-----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 - 2500
SE LAND,ME LAND	Months Since - 10	Make/Model- 430
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON APRIL 1, 1985, A CESSNA 210 WITH MEXICAN REGISTRY, XBCKE,PILOTED BY A MEXICAN NATIONAL, LOST ENGINE POWER AND LANDED SHORT OF THE RUNWAY AT SALT LAKE CITY INTERNATIONAL AIRPORT THE FLIGHT HAD DEPARTED THE GRAND CANYON AZ AIRPORT. POST ACCIDENT EXAMINATION OF THE AIRCRAFT REVEALED THAT 3 1/2 QTS OF FUEL WAS IN THE LEFT TANK. THE RIGHT TANK WAS 1/2 FULL NO FUEL WAS FOUND IN THE ENGINE FUEL LINES. THE PLT STATED HE FOUND THE FUEL GAUGES WERE NEVER ACCURATE. HE DID NOT REFUEL TO FILL THE ACFT PRIOR TO TAKEOFF BUT ESTIMATED 60 GALLONS OF FUEL ON BOARD THE ACFT . THE FUEL SELECTOR WAS ON T HE RT TANK AFTER THE ACCIDENT. THE PLT DID NOT STATE WHEN THE SELECTOR WAS USED OR TO WHAT POSITION DURING THE FLT. ONLY THE MAGS AND BOOST PUMPS WERE MENTIONED IN THE PLTS WRITTEN ACTIVITIES PERFORMED DURING THE INTERVAL FROM "RECOGNIZED" LOSS OF PWR BY THE PLT TO THE LANDING SHORT OF THE RWY. NO MALFUNCTIONS OR DISCREPANCIES WERE FOUND DURING THE INVESTIGATION. THE FUEL WAS CHECKED FOR WATER OR CONTAMINENTS & NOTHING EXTRAORDINARY WAS SEEN.

Brief of Accident (Continued)

File No. - 194

4/01/85

SALT LAKE CITY,UT

A/C Reg. No. XBCKE

Time (Lcl) - 1313 MST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - EXCEEDED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND
8. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2      FIRE/EXPLOSION  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      UNDERSHOOT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 9      1/05/85      PULLMAN,WA      A/C Reg. No. N4702A      Time (Lcl) - 1130 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152A	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PULLMAN,WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	PULLMAN-MOSCOW
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5931/ 100
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		SNOW - COMPACTED
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 - 38
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 38
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

PLT MADE 10 TOUCH AND GO LANDINGS AND HAD JUST RAISED THE FLAPS AND WAS APPLYING FULL PWR TO INITIATE ANOTHER TAKEOFF. NOTING HE WAS RT OF THE CENTERLINE HE APPLIED LEFT RUDDER. ACFT VEERED SHARPLY TO THE LEFT WHERE IT SLID ON ICE INTO A SNOWBANK.

Brief of Accident (Continued)

File No. - 9 1/05/85 PULLMAN,WA

A/C Reg. No. N4702A

Time (Lc1) - 1130 PDT

-----  
Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 84 1/13/85 KENT,WA

A/C Reg. No. N679FL

Time (Lcl) - 1645 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140D  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2050  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 140 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - 15000 FT

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 224

Make/Model- 224

Instrument- 6

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED THE ENG WAS RUNNING ROUGH AND BLACK SMOKE WAS TRAILING FROM THE EXHAUST DURING THE TAKEOFF. EXAMINATION OF THE ENG REVEALED THE SPARK PLUGS WERE DARK AND SOOTY. NO MECHANICAL FAILURE/MALFUNCTION WAS DISCLOSED.

Brief of Accident (Continued)

File No. - 84

1/13/85

KENT,WA

A/C Reg. No. N679FL

Time (Lcl) - 1645 PST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
2. TERRAIN CONDITION - TREE(S)  
3. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2      1/14/85      DEER PARK, WA      A/C Reg. No. N996MP      Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 7ECA	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SPOKANE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DEER PARK, WA	DEER PARK MUNICIPAL
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4725/ 75
Lowest Sky/Clouds - 1500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		SNOW - COMPACTED
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 547
SE LAND	Months Since - 21	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

ACFT TOUCHED DOWN IN THE DISPLACED THRESHOLD WHICH WAS NOT PLOWED CLEAR OF SNOW AS THE REMAINING PORTION OF THE RWY WAS. ACFT NOSED OVER FOLLOWING TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2

1/14/85

DEER PARK,WA

A/C Reg. No. N996MP

Time (Lcl) - 1130 PST

Occurrence #1      UNDERSHOOT  
Phase of Operation      LANDING

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 104 1/22/85 FORKS,WA

A/C Reg. No. N87977

Time (Lc1) - 1024 PST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 133

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - HILLER UH12DU3

Landing Gear - SKID

Max Gross Wt - 3100

No. of Seats - 4

Eng Make/Model - ALLISON A250-C20

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 250 HP

ELT Installed/Activated - YES/YES

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/030 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FORKS,WA

Destination

FORKS,WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FORKS

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 38

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 11364

Make/Model- 8316

Instrument- 210

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 180

Rotorcraft - 10962

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT MADE A HARD LANDING AND ROLLED TO THE LEFT INVERTED AFTER THE ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PLT STATED THAT THE FUEL GUAGE WAS NOT WORKING AND THAT HE WAS USING A DIP STICK TO MEASURE FUEL AT THE TIME OF THE ENGINE FAILURE. HE STATED THAT HE SHOULD HAVE HAD 25 MINUTES OF FUEL REMAINING.

Brief of Accident (Continued)

File No. - 104

1/22/85

FORKS,WA

A/C Reg. No. N87977

Time (Lc1) - 1024 PST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 83 1/27/85 LOPEZ,WA

A/C Reg. No. N3845V

Time (Lcl) - 1120 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 170A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145-2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 100/008 KTS  
Visibility - 6.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 2000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LOPEZ,WA  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 21  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 591  
Make/Model- 118  
Instrument- 3  
Last 24 Hrs - UNK/NR  
Last 30 Days- 2  
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER DEPARTURE N3845V JOINED UP WITH ANOTHER ACFT AND WAS FLYING APRX 200-300 FT AGL IN FORMATION. THE PLT OF N3845V THEN PULLED UP INTO WHAT WITNESSES DESCRIBED AS A WING OVER MANEUVER AFTER WHICH THE ACFT DESCENDED TO GROUND IMPACT. ONE WITNESS, WHO KNEW THE PLT, STATED THAT THE PLT OFTEN LIKED TO "SHOW OFF" FOR PEOPLE.

Brief of Accident (Continued)

File No. - 83

1/27/85

LOPEZ,WA

A/C Reg. No. N3845V

Time (Lcl) - 1120 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT

Finding(s)

1. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. PULL-UP - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 69      2/04/85      TAHOLAH,WA      A/C Reg. No. N8306F      Time (Lcl) - 1500 PST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - HUGHES 369D  
Landing Gear - SKID  
Max Gross Wt - 3000  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 375 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Basic Weather - VMC

Wind Dir/Speed- 290/002 KTS  
Visibility - 10.0 SM

ATC/Airspace

Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling - 20000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 32  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - 369D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - UNK/NR      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 222  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD LIFTED OFF DURING AN EXTERNAL LOAD OPERATION WHEN THE PLT FELT A "VIBRATION/SHUDDER". THE RIGHT SKID CONTACTED THE GROUND AND THE HELICOPTER ROLLED OVER DURING AN ATTEMPT TO MANEUVER THE HELICOPTER AWAY FROM GROUND PERSONNEL. INSPECTION REVEALED THE MAIN ROTOR DRIVE SHAFT SEPARATED APRX 3 INCHES FROM THE SPLINED END OF THE SHAFT. METALLURGICAL EXAMINATION DISCLOSED THE SHAFT FAILED FROM UNIDIRECTIONAL FATIGUE INITIATING FROM SURFACE PITS ON THE SHAFT.

Brief of Accident (Continued)

File No. - 69

2/04/85

TAHOLA, WA

A/C Reg. No. N8306F

Time (Lc1) - 1500 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation HOVER

Finding(s)

1. ROTOR DRIVE SYSTEM, MAIN ROTOR MAST(DRIVE SHAFT) - FATIGUE
2. ROTOR DRIVE SYSTEM, MAIN ROTOR MAST(DRIVE SHAFT) - FAILURE, TOTAL

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 ROLL OVER  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 46      2/08/85      SPOKANE,WA      A/C Reg. No. N6588S      Time (Lcl) - 1630 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -POSITIONING	Fire	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	1
Accident Occurred During -LANDING		Pass 0	0	0
				1

-----Aircraft Information-----

Make/Model - BEECH 58TC	Eng Make/Model - CONTINENTAL TS10-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	KALISPELL,MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SPOKANE,WA	FELTS FIELD
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4500/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 700 FT OBSCURED	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - DRY
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8007
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 809
		Last 90 Days- 113
		Multi-Eng - 2611
		Rotorcraft - 244

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOUCHED DOWN TO THE LEFT OF THE RUNWAY ONTO SNOW. VISIBILITY AT THE TIME OF THE ACCIDENT WAS 1 MILE WITH SNOW AND A CEILING OF 700 FEET.

Brief of Accident (Continued)

File No. - 46

2/08/85

SPOKANE,WA

A/C Reg. No. N6588S

Time (Lcl) - 1630 PST

---

Occurrence #1            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
  2. IFR PROCEDURE - SIMULATED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT IDENTIFIED - PILOT IN COMMAND
  4. TERRAIN CONDITION - SNOW COVERED
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 73      2/17/85      SPANAWAY,WA      A/C Reg. No. N84578      Time (Lcl) - 1415 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Aircraft Damage  
SUBSTANTIAL  
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2600  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FT. LEWIS,WA  
Destination  
SPANAWAY,WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

SPANAWAY  
Runway Ident - 34  
Runway Lth/Wid - 2700/ 90  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 38  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 94  
Last 24 Hrs - 3  
Make/Model- 19  
Last 30 Days- UNK/NR  
Instrument- 0  
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO BETTER ALIGN THE ACFT FOR FINAL APCH WHEN A TREE WAS STRUCK WITH THE RIGHT WING. THE PLT STATED SHE WAS DISTRACTED WHILE MAKING PREPARATIONS TO LAND. THE LANDING WAS CONTINUED WITHOUT INCIDENT.

Brief of Accident (Continued)

File No. - 73

2/17/85

SPANAWAY,WA

A/C Reg. No. N84578

Time (Lcl) - 1415 PST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 5      2/17/85      PASCO, WA      A/C Reg. No. N1806C      Time (Lcl) - 1555 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - BEECH BE-77	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TRI CITIES
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7700/ 150
Lowest Sky/Clouds - 18000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 22	Make/Model- 140
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

PLT MADE FULL FLAP APCH AT IDLE PWR WHILE PRACTICING A SHORT FIELD LANDING. PLT STATED APCH ORIGINALLY WAS HIGH AND LATER BECAME LOW. PLT DELAYED ADDING PWR AND ACFT TOUCHED DOWN 130 FT SHORT OF THE RWY. ACFT BOUNCED AND CONTACTED THE GROUND AGAIN NOSE WHEEL FIRST COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 5 2/17/85 PASCO,WA

A/C Reg. No. N1806C

Time (Lc1) - 1555 PST

Occurrence #1 UNDERSHOOT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - IMPROPER - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 106      3/08/85      STANWOOD,WA      A/C Reg. No. N30377      Time (Lc1) - 1500 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 177A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
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- 360/006 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SNOHOMISH,WA  
Destination  
STANWOOD,WA

Airport Proximity  
ON AIRPORT

Airport Data

REINING AIR PARK  
Runway Ident - 16  
Runway Lth/Wid - 1800/ 85  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - GO AROUND

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 120	Last 24 Hrs - UNK/NR
Make/Model-	120	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND THE ACFT DOWNWIND AND UPHILL. A GO-AROUND WAS ATTEMPTED AND THE ACFT STRUCK TREES AT THE DEPARTURE END OF THE RWY.

Brief of Accident (Continued)

File No. - 106

3/08/85

STANWOOD, WA

A/C Reg. No. N30377

Time (Lc1) - 1500 PST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PROPER TOUCHDOWN POINT - INACCURATE - PILOT IN COMMAND
3. TERRAIN CONDITION - UPHILL

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 121      3/14/85      RITZVILLE,WA      A/C Reg. No. N8495      Time (Lcl) - 1200 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL				
Type of Operation      -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under      -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During      -LANDING			0	0	0
					None 1

-----Aircraft Information-----

Make/Model      - GRUMMAN 164A	Eng Make/Model      - P&W R-1340-AN1	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - UNK/NR
Max Gross Wt      - 6075	Engine Type      - TURBOSHAFT	
No. of Seats      - 1	Rated Power      - 600 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b> ON AIRSTRIP
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point RITZVILLE,WA	
Method      - N/A	Destination RITZVILLE,WA	<b>Airport Data</b>
Completeness      - N/A		LUND FIELD
Basic Weather      - VMC		Runway Ident      - UNK/NR
Wind Dir/Speed- 240/003 KTS	<b>ATC/Airspace</b>	Runway Lth/Wid      - 3500 -UNK/NR
Visibility      - 30.0 SM	Type of Flight Plan      - NONE	Runway Surface      - ASPHALT
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Status      - DRY
Lowest Ceiling      - NONE	Type Apch/Lndg      - FULL STOP	SOFT
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 283
SE LAND	Months Since      - 12	Last 24 Hrs      - 4
	Aircraft Type      - UNK/NR	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 15
		Last 90 Days- 82

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE ACFT CAUGHT A GUST OF WIND AND DRIFTED RIGHT OF THE RUNWAY. THE PLT ATTEMPTED TO CORRECT BY USE OF RUDDER AND AILERON, BUT WAS UNSUCCESSFUL. THE ACFT THEN NOSED VER.

Brief of Accident (Continued)

File No. - 121

3/14/85

RITZVILLE,WA

A/C Reg. No. N8495

Time (Lc1) - 1200 PST

-----  
Occurrence #1        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 122      3/15/85      DAVENPORT,WA      A/C Reg. No. N1263W      Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -FERRY  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - WEATHERLY 201B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3500  
No. of Seats - 1

Eng Make/Model - P&W R985  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 030/005 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HARRINGTON,WA  
Destination  
DAVENPORT,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - SNOW - DRY  
ROUGH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1663  
Make/Model- 1100  
Instrument- 48  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A VIBRATION STARTED IN THE ENGINE AND WHILE THE PLT WAS MONITORING THE ENGINE GAUGES HE NOTED A LOSS OF ALL OIL PRESSURE. A LANDING WAS MADE ON A FIELD AND DURING ROLLOUT THE LEFT MAIN GEAR WAS TORN OFF WHEN IT STRUCK A MOUND OF DIRT. THE ACFT THEN STRUCK SNOW AND NOSED OVER.

Brief of Accident (Continued)

File No. - 122

3/15/85

DAVENPORT, WA

A/C Reg. No. N1263W

Time (Lc1) - 1130 PST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY, CRANKCASE - BLOCKED(TOTAL)
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
3. FLUID, OIL - LOSS, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - SNOWBANK
7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
8. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 107      3/15/85      BREMERTON,WA

A/C Reg. No. N5033W

Time (Lcl) - 1110 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      Pass  
NONE

-----Aircraft Information-----

Make/Model      - BELLANCA 7GCBC  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1800  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-E20  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 005/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SEATTLE,WA  
Destination  
BREMERTON,WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

BREMERTON NATIONAL  
Runway Ident      - 01  
Runway Lth/Wid      - 6200/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 71  
Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 738	Last 24 Hrs	- UNK/NR
Make/Model-	13	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING LANDING AND ADEQUATE RECOVERY WAS NOT MADE. THE ACFT CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 107

3/15/85

BREMERTON,WA

A/C Reg. No. N5033W

Time (Lc1) - 1110 PST

---

Occurrence #1            HARD LANDING  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2.    COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. WEATHER CONDITION - UNFAVORABLE WIND
- 

Occurrence #2            NOSE OVER  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

5. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 125      3/30/85      TRINIDAD,WA

A/C Reg. No. N772GW

Time (Lcl) - 1330 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	1

Type of Operation      - PERSONAL  
Flight Conducted Under      - 14 CFR 91  
Accident Occurred During      - DESCENT

Fire      Crew  
NONE      Pass

-----Aircraft Information-----

Make/Model      - PIPER PA-28-180  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2175  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A3A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC

Itinerary

Last Departure Point  
CASHMERE,WA  
Destination  
VANTAGE,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 320/014 KTS  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - WATER  
Runway Status      - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,SE SEA

Age - 47

Biennial Flight Review

Current      - YES  
Months Since      - 49  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 528	Last 24 Hrs	- 1
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	9	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS OPERATING THE AIRCRAFT BY FLYING AT LOW ALTITUDE DOWN THE COLUMBIA RIVER SO AS TO AVOID TURBULENCE. DURING THE FLIGHT A DOWNDRAFT WAS ENCOUNTERED IN WHICH INSUFFICIENT ALTITUDE WAS AVAILABLE TO PREVENT THE WATER AND AN UNINTENTIONAL DITCHING RESULTED.

Brief of Accident (Continued)

File No. - 125

3/30/85

TRINIDAD,WA

A/C Reg. No. N772GW

Time (Lcl) - 1330 PST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        DITCHING  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 124      4/03/85      WALLA WALLA,WA      A/C Reg. No. N5438B      Time (Lc1) - 1300 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - FSS	Last Departure Point PASCO,WA	
Method - TELEPHONE	Destination WALLA WALLA,WA	Airport Data PAGE
Completeness - FULL		Runway Ident - 29
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1300 -UNK/NR
Wind Dir/Speed- 240/017 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 6000 FT SCATTERED	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1267
SE LAND	Months Since - 16	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 156
		Last 30 Days- UNK/NR
		Instrument- 98
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI FROM LANDING A GUST OF WIND PUSHED THE ACFT FROM BEHIND ONTO SOFT GROUND WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 124

4/03/85

WALLA WALLA, WA

A/C Reg. No. N5438B

Time (Lc1) - 1300 PST

-----  
Occurrence #1        NOSE OVER  
Phase of Operation   TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 162      4/14/85      STEVENS POINT,WI      A/C Reg. No. N4609X      Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
SUBSTANTIAL  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model      - CESSNA 150G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated      - YES/YES  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 3000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
STEVENS POINT,WI  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 28

Biennial Flight Review

Current      - YES  
Months Since      - 21  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 170	Last 24 Hrs	- UNK/NR
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	2

Instrument Rating(s)      - NONE

-----Narrative-----

DURING A LOW LEVEL FLT OVER A RIVER, THE PLT INITIATED A TURN TO REVERSE DIRECTION AT 300 FT AGL. THE ACFT CONTACTED THE WATER DURING THE DESCENDING TURN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 162

4/14/85

STEVENS POINT, WI

A/C Reg. No. N4609X

Time (Lcl) - 1330 CST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
  2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5. DESCENT - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation       MANEUVERING - TURN TO REVERSE DIRECTION

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 192      1/31/85      HUNTINGTON,WV

A/C Reg. No. N95HA

Time (Lc1) - 2045 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-HOGAN AIR, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-TAKEOFF			0	1	1	0	

-----Aircraft Information-----

Make/Model	- BEECH E185	Eng Make/Model	- P&W R-985-AN14B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	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 - TELEPHONE	HUNTINGTON,WV	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LOUISVILLE,KY	TRI STATE AIRPORT
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 125.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6509/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- FOG		SLUSH
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7022
SE LAND,ME LAND	Months Since - 6	Make/Model- 3000
	Aircraft Type - DC-3	Instrument- 676
		Multi-Eng - 5702
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 33
		Rotorcraft - 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

3-4 INCH SNOW ACCUMULATION ON ACFT PRIOR TO FLT. PLT SAID HE SWEEPED SNOW OFF EXCEPT AN AREA HE COULD NOT REACH. HEAVY SNOWFALL, WET SNOW REPORTED AS ACFT WAS PREPARED FOR DEPARTURE, DRG RUNUP, TAXI AND TAKEOFF. PLT ADVISED BY TOWER THAT VISIBILITY WAS 1/8 MILE WITH FOG AND SNOW. PUBLISHED TKOF MINIMUM FOR FAR 135 OPN WAS 1/2 MILE. AFTER RIKING SNOWPLOW LOCATED 150 FEET LEFT OF RWY. ACFT CONTINUED OVER EMBANKMENT AND CAME TO REST INVERTED. ICE AND SNOW FND ON UPPER TAIL SURFACE. ELEVATOR TRIM INDICATED FULL NOSE DN. AILERON TRIM IND LEFT BANK. WITNESSES SAID ENGS SOUNDED NORMAL, LDG LIGHTS ON, 600 FEET VISIBILITY FROM POSITION OF SNOWPLOW. PLT SAID 35 INCHES MAP WHEN DESCENDING. MAP INCREASED WITH ADDITIONAL THROTTLE. NO ENGINE ROUGHNESS.

Brief of Accident (Continued)

File No. - 192

1/31/85

HUNTINGTON, WV

A/C Reg. No. N95HA

Time (Lcl) - 2045 EST

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - SNOW
4. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
5. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
6. WEATHER CONDITION - BELOW APPROACH MINIMUMS
7. IFR PROCEDURE - DISREGARDED - PILOT IN COMMAND
8. TERRAIN CONDITION - SNOW COVERED
9. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

10. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 177      3/10/85      CHARLESTON, WV      A/C Reg. No. N53726      Time (Lcl) - 1903 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7KCAB	Eng Make/Model - LYCOMING AEIO-320-E2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KANAWHA
Wind Dir/Speed- 140/003 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4750/ 150
Lowest Sky/Clouds - 25000 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(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 678
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 128
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED LONG ON THE RWY & AT EXCESSIVE SPEED. IN AN ATTEMPT TO STOP THE ACFT SHE APPLIED BRAKES & THE ACFT FLIPPED UPSIDE DOWN.

Brief of Accident (Continued)

File No. - 177

3/10/85

CHARLESTON, WV

A/C Reg. No. N53726

Time (Lc1) - 1903 EST

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  2. PLANNED APPROACH - INADVERTENT - PILOT IN COMMAND
  3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 40      1/04/85      RAWLINS,WY      A/C Reg. No. N3575Z      Time (Lcl) - 1440 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-18-150  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1800  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 33  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - UNK/NR  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST ENG PWR AND WAS SUBSTANTIALLY DAMAGED DURING AN OFF ARPT EMERGENCY LANDING. THE PURPOSE OF THE FLT WAS TO LOOK FOR COYOTES. THE POST ACCIDENT ENG EXAM REVEALED THAT 9 CONSECUTIVE TEETH ON THE LEFT MAGNETO DRIVE GEAR WERE GROUND OFF. THIS ALLOWED THE SPARK PLUGS ENERGIZED BY THE LEFT MAGNETO TO FIRE OR SPARK OUT OF PROPER SEQUENCE.

Brief of Accident (Continued)

File No. - 40

1/04/85

RAWLINS,WY

A/C Reg. No. N3575Z

Time (Lc1) - 1440 MST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM,MAGNETO - WORN

-----  
Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----  
Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 145      1/14/85      WAPITI,WY      A/C Reg. No. N759WE      Time (Lc1) - 1410 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CODY,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 300/030 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 230
SE LAND	Months Since - UNK/NR	Make/Model- 198
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT AS SHE WAS FLYING HER AIRCRAFT IN A CANYON SHE ENCOUNTERED DOWNDRAFTS WHICH PUSHED HER AIRCRAFT DOWN. SHE WAS UNABLE TO MAINTAIN HER AIRSPEED OR ALTITUDE AND ELECTED TO PUT THE AIRCRAFT INTO THE TREES.

Brief of Accident (Continued)

File No. - 145

1/14/85

WAPITI, WY

A/C Reg. No. N759WE

Time (Lc1) - 1410 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - MOUNTAIN WAVE
4. WEATHER CONDITION - HIGH WIND
5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
6. WEATHER EVALUATION - NOT USED - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
9. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
10. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 66      2/25/85      FORT BRIDGER, WY      A/C Reg. No. N9795X      Time (Lcl) - 1330 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-470-S	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KREMMLING, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	
Wind Dir/Speed- 330/045 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 407
SE LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 21
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 189
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENCOUNTERED MODERATE TURBULENCE AND IFR CONDITIONS WHILE EN ROUTE OVER FORT BRIDGER, WY. THE PLT STATED HE ATTEMPTED TO CLIMB ON TOP BUT THE ACFT HAD ACCUMULATED ICE AND THE ALTIMETER AND VSI INDICATED A RAPID DESCENT. A FORCED LANDING WAS THEN ATTEMPTED ON A ROAD DURING WHICH, THE PLT STATED, THE WIND "LITERALLY PICKED THE AIRCRAFT UP AND PUSHED IT SIDEWAYS INTO A DITCH."

Brief of Accident (Continued)

File No. - 66

2/25/85

FORT BRIDGER,WY

A/C Reg. No. N9795X

Time (Lc1) - 1330 MST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER CONDITION - TURBULENCE
4. AIRCRAFT PERFORMANCE - DETERIORATED
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
7. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING

Finding(s)

8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
9. WEATHER CONDITION - GUSTS
10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

11. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7,10

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 167      4/02/85      KEMMERER,WY      A/C Reg. No. N1085H      Time (Lc1) - 1450 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During - APPROACH			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KEMMERER
Wind Dir/Speed- 270/016 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 70
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 65	Last 24 Hrs - 1
SE LAND	Months Since - 0	Make/Model- 65	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

ON APRIL 2, 1985, AN INEXPERIENCED PVT PLT ATTEMPTED TO LAND ON A RUNWAY WITH A 24KT CROSSWIND AT KEMMERER, WY. THE FAVORABLE RUNWAY WAS CLOSED DUE TO SNOW ACCUMULATIONS. ON THE THIRD ATTEMPT THE ACFT LANDED HARD AND BOUNCED INTO THE AIR. THE PLT ATTEMPTED TO GO AROUND BUT THE ACFT STALLED, VEERED OFF THE RUNWAY AND COLLIDED WITH A SNOW BANK. THE ACFT RECEIVED SUBSTANTIAL DAMAGE AND THE PLT RECVD MINOR INJURIES.

Brief of Accident (Continued)

File No. - 167

4/02/85

KEMMERER,WY

A/C Reg. No. N1085H

Time (Lc1) - 1450 MST

---

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
  2.    COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH WIND
  4.    AIRSPEED(VMCG) - NOT ATTAINED - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN

Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UNAVAILABLE
  7.    IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  8. WEATHER CONDITION - CROSSWIND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6,7,8



EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00065 7273

NTSB-AAB-86-15

Brief Format  
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Issue Number 1 of 1985 Accidents

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