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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

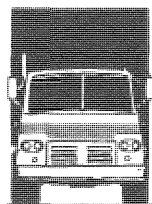
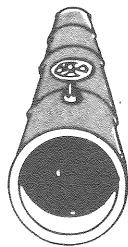
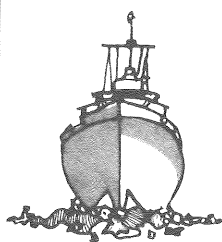
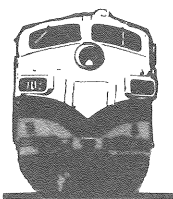
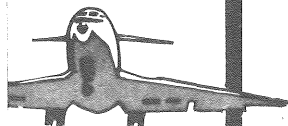
AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 2 OF 1985 ACCIDENTS

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TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 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: 0201 through 0400					
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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 2

CALENDAR YEAR 1985

File Order Listing - Issue No. 2, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
201	2624J	031685	TARBORO, NC	CESSNA	150G	SERIOUS	242
202	41964	040685	MT. VERNON, WA	RAVEN	R-7	SERIOUS	368
203	76RF	031485	ATLANTA, GA	CESSNA	182P	NONE	116
204	60649	031385	DECATUR, AL	CESSNA	150J	NONE	22
205	66KA	010685	WINSTON SALEM, NC	BEECH	C90	NONE	232
206	7655Z	050785	BRIDGEPORT, NE	PIPER	PA-25-235	NONE	250
207	7406W	042085	ARLINGTON, TN	PIPER	PA-28-180	MINOR	350
208	912L	021185	NATCHEZ, MS	BEECH	58	NONE	214
209	9904T	011285	BATESVILLE, MS	CESSNA	182C	NONE	206
210	50913	010185	DUBLIN, NC	CESSNA	150J	NONE	230
211	6173U	030385	ANGOLA, IN	CESSNA	U206G	MINOR	150
213	8729H	042085	COY, AR	GRUMMAN	G-164A	FATAL	36
214	8788A	051985	HARPER, KS	BEECH	B35	MINOR	168
215	3891D	021785	WILLISTON, FL	CESSNA	182A	SERIOUS	104
216	112TC	020885	HOLLY SPRINGS, MS	BEECH	58	NONE	210
217	69938	011885	BEAVER, WV	CESSNA	310Q	NONE	382
218	5060Q	040385	ABIQUIU, NM	CESSNA	310N	MINOR	264
219	4926Y	060185	ORDWAY, CO	PIPER	PA-25-260-	NONE	86
220	757FP	030185	WARSAW, NC	CESSNA	152	FATAL	238
221	640K	020185	NEWBERN, NC	BEECH	B-80	NONE	236
223	12SG	012285	LAKE VILLAGE, IN	SAABYE	CASSUTT SP	MINOR	142
224	8555R	012485	INDIANAPOLIS, IN	BEECHCRAFT	BE-58	NONE	144
225	237OE	021985	BURKES GARDEN, VA	CESSNA	182R	FATAL	358
226	9528R	013085	ANDREWS MURPHY, NC	BEECH	BE-35	NONE	234
227	5330B	041985	JACKSONVILLE, AL	CESSNA	152	NONE	28

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228	3057	012585	VICKSBURG, MS	BEECH	BE-55	NONE	208
229	9329A	033085	OCRACOKE, NC	VARIEZE	DUNCAN/VAR	NONE	244
230	8572G	020285	HARTFORD, TN	CESSNA	150F	SERIOUS	340
231	6727V	042185	SILVER CITY, NM	BEECH	BE36 TC	MINOR	268
232	66387	040685	BEULAH, NM	CESSNA	150M	NONE	266
233	615Q	012985	SALT LAKE CITY, UT	BEECH	J35	NONE	354
234	18009	050285	GLENWOOD SPRING, CO	CESSNA	150	SERIOUS	78
235	737DH	050185	GARFIELD, CO	CESSNA	172	NONE	76
236	555JW	042785	AURORA, CO	BOEING	PT 17	NONE	74
237	1112F	022085	MOJAVE, CA	CESSNA	172G	NONE	58
238	7979B	031985	WESBTER, SD	CESSNA	172	NONE	336
239	80LW	042685	TAYLOR, MO	LESTER F.W.	VP-1	MINOR	202
240	4408C	041285	LEXINGTON, KY	CESSNA	195	NONE	176
241	4691	030285	DURHAM, NC	PITTS	S1C	MINOR	240
242	6851H	050485	AUBURN CENTER, PA	CESSNA	172M	FATAL	326
243	7153U	040985	GUNTHERSVILLE, AL	MOONEY	M20E	NONE	24
244	8418K	040185	GARLAND, AR	GULFSTREAM-S	G-164B	FATAL	34
245	98487	022885	BUTTE, MT	CESSNA	421C	NONE	224
246	4151S	031585	ANTON CHICO, NM	BEECH	V35B	NONE	262
247	79011	042885	KINGMAN, KS	CESSNA	172K	MINOR	166
248	300KR	042985	KANSAS CITY, MO	PIPER	PA-28R-200	NONE	204
249	757QK	040885	HERINGTON, KS	CESSNA	152	NONE	164
250	34908	041885	ALLIANCE, NE	CESSNA	177B	NONE	248
251	6024V	032585	SWANTON, VT	LAKE	LA-4-200	SERIOUS	362
252	6273Q	040485	SAN JOSE, CA	CESSNA	152	NONE	72

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253	4227B	033085	WATSONVILLE, CA	BELL	47G-2	NONE	68
254	84096	010785	CHANDLER, AZ	AERONCA	7AC	SERIOUS	46
255	29493	010885	BEAUMONT, CA	PIPER	PA-28-161	MINOR	50
256	80860	021885	MODESTO, CA	GLOBE SWIFT	GC1B	NONE	56
257	95491	031485	GRASS VALLEY, CA	CESSNA	152	NONE	62
258	XBDED	040285	EAGLE MOUNTAIN, CA	CESSNA	414	NONE	70
259	444SR	021785	LOS ALAMITOS, CA	BEECH	B 90	MINOR	54
261	7748K	031885	MOUNTAIN PASS, CA	CESSNA	P210N	FATAL	64
262	3757L	032785	SHOW LOW, AZ	CESSNA	172G	NONE	48
263	69142	021785	JEANNETTE, PA	CESSNA	152	NONE	322
264	8274W	021485	E.MILFORD, NJ	PIPER	PA-28-180	NONE	258
265	212NE	012185	JOHNSTOWN, PA	GATES LEARJE	25D	NONE	320
266	9940Z	012085	ENDICOTT, NY	CESSNA	206G	NONE	286
267	1907B	013085	SILVER LAKE, ME	LUSCOMBE	8A	SERIOUS	180
268	CGDVM	020885	MALONE, NY	PIPER	PA-28-200	SERIOUS	288
269	17824	011285	NEW BEDFORD, MA	BEECH	B58	NONE	178
270	91046	010785	NORTH EAST, PA	CESSNA	C207	NONE	316
271	5497P	011685	FRANKLIN, PA	CESSNA	152II	NONE	318
272	8047P	041985	COLUMBIA, SC	PIPER	PA-32R-301	NONE	328
273	3080J	041185	SEALE, AL	CESSNA	150E	MINOR	26
274	89128	030285	HAWESVILLE, KY	CESSNA	140	NONE	174
275	7513Q	010985	PLATO CENTER, IL	CESSNA	310Q	NONE	120
276	4098S	011685	LAFAYETTE, IN	BEECHCRAFT	BE-58	NONE	140
277	68183	022885	WAYNE CITY, IL	CESSNA	152 II	NONE	126
278	555MF	012885	ST. CROIX, VI	PIPER	PA-23-250	NONE	360

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279	505CX	011485	ATLANTIC OCEAN, FL	CESSNA	337	FATAL	94
280	4865Q	060385	MARVELL, AR	CESSNA	A188B	NONE	42
281	627WB	060185	CONCORDIA, KS	PIPER	PA-28-236	NONE	170
282	27743	020885	BENTONVILLE, AR	PIPER	PA-31	NONE	32
283	6462D	051885	LOMA, MT	CESSNA	172	NONE	228
284	2382Y	052185	CLAIRE CITY, SD	PIPER	PA-36	MINOR	338
285	2477W	050585	COLORADO SPRING, CO	SCHWEIZER	SGS 2-32	NONE	80
286	38327	050585	ANGLE FIRE, NM	PIPER	PA-28R-201	MINOR	270
287	155LB	022485	FORT BENTON, MT	BENJAMIN	PITTS S1U	NONE	222
288	8036T	031885	CLINTON, MT	HILLIARD	B-8-M	NONE	226
289	3067L	050685	TUCUMCARI, NM	PIPER	PA-28-181	NONE	272
290	781VY	052385	WATKINS, CO	CHAMPION	7FC	MINOR	82
291	7439J	051185	RESERVE, NM	PIPER	PA-28R-180	NONE	274
292	24950	021485	KALISPELL, MT	CESSNA	152	NONE	218
293	39322	042085	CONNELLSVILLE, PA	ISTVANICK	ZIPPPY SPO	MINOR	324
294	4369F	012685	BICKLETON, WA	PIPER	PA-28-161	FATAL	364
295	1539U	022385	SEATTLE, WA	CESSNA	TU206F	NONE	366
296	2688G	042785	BAYOU LA BATRE, AL	CESSNA	182B	SERIOUS	30
297	7629K	032585	ZIONSVILLE, IN	PIPER	PA-20-125	NONE	152
298	67081	013085	GALT, CA	AEROSPATIALE	SA316B	SERIOUS	52
299	92668	021085	ST.AUGUSTINE, FL	PIPER	J3C-65	NONE	98
300	9207E	021185	FT.LAUDERDALE, FL	MAULE	M-5-235C	NONE	100
301	5103Y	020385	KEY LARGO, FL	PIPER	PA-23-250	FATAL	96
302	83CR	022385	HOLLYWOOD, FL	AUTON - DUNH	RUTAN LONG	NONE	106
303	3401T	042385	CLARYVILLE, NY	CESSNA	177	SERIOUS	290

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304	6088S	020985	NEW ALBANY, MS	BEECH	A36	MINOR	212
305	16841	030985	DAUPHIN ISLAND, AL	BELL	206L	FATAL	20
306	4017W	052085	HARRISBURG, AR	AYRES CORP	S2R-600	NONE	40
307	83815	061385	OGALLALA, NE	PIPER	PA-28-181	MINOR	254
308	6723C	061585	PRATT, KS	BEECH	C23	NONE	172
309	86756	041885	ELIZABETHTON, TN	BELLANCA	8GCBC	NONE	348
310	6489M	030785	MEMPHIS, TN	CESSNA	152	NONE	344
311	357Q	010985	KANSAS CITY, KS	LOCKHEED	188A	FATAL	162
312	1416Q	011485	MISSOULA, MT	CESSNA	150	NONE	216
313	21089	021785	HAMILTON, OH	CESSNA	182P	NONE	298
314	511R	021885	HUNTINGBURG, IN	BRANTLY	B-2	NONE	146
315	93154	021685	MANSFIELD, OH	CESSNA	152	NONE	296
316	4267U	021185	SIREN, WI	CESSNA	150D	NONE	372
317	15652	022585	EPHRIAM, WI	PIPER	PA-28-180	NONE	376
318	9EE	050885	MALVERN, AR	HUGHES	369HS	MINOR	38
319	25868	052185	ADAMS, NE	CESSNA	152	NONE	252
320	8836H	061185	SWIFTON, AR	GRUMMAN	G-164A	NONE	44
321	8336W	062085	BELGRADE, NE	PIPER	PA-28-180	NONE	256
322	5292G	050185	NO. MYRTLE BCH, SC	CESSNA	305A	NONE	334
323	6125N	040685	LAS VEGAS, NV	BEECH	BE-23	NONE	284
324	37993	051985	EUGENE, OR	RINGS DORF-MC	VARI-EZE	SERIOUS	314
325	8300Z	051685	TACOMA, WA	PIPER	PA-28-181	NONE	370
326	7545F	031085	RENO, NV	CHAMPION	7GC	NONE	282
327	5326	031785	DUFUR, OR	GRUMMAN	G-164-A	NONE	312
328	8ME	021785	JANESVILLE, WI	CESSNA	177RG	NONE	374

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329	2431X	012485	LETOHATCHEE, AL	CESSNA	182H	FATAL	18
330	8521N	052185	VALPARAISO, IN	PIPER	PA-28-235	NONE	160
331	3797V	051985	OWOSSO, MI	CESSNA	140A	NONE	194
332	44345	051885	MICHIGAN CITY, IN	TAYLORCRAFT	BC-12D	MINOR	158
333	2297	031885	FREMONT, CA	STRACENER EX	SX	FATAL	66
334	73DB	031685	ERIN, TN	BELL DAYTONA	47G	MINOR	346
335	4654	030285	MADISONVILLE, TN	GRUMMAN	AG-CAT-G-1	NONE	342
336	9325M	022885	OCEANSIDE, CA	MOONEY	N20E	FATAL	60
337	679BL	042585	HILTON HEAD, SC	BEECH	58	NONE	332
338	49EZ	031985	WATERBURY, CT	MARR/ECKBURG	LONG EZE	SERIOUS	92
339	26005	052185	WESTHAMPTON BCH, NY	PIPER	PA-38-112	MINOR	292
340	6450K	022085	PONTIAC, MI	CESSNA	172	NONE	190
341	5272M	021985	HASTINGS, MI	MASSELINK	XTC	NONE	188
342	25654	022085	HIBBING, MN	BEECH	58	NONE	196
343	231GX	022385	COLDWATER, OH	MOONEY AIRCR	M20K	FATAL	302
344	5484G	020885	BAY CITY, MI	CESSNA	421C	NONE	184
345	3012L	030485	LACON, IL	PIPER	PA-32-300	SERIOUS	128
346	54815	022685	MARKESAN, WI	PIPER	PA-23-250	NONE	378
347	101MW	021785	MT. VERNON, IL	RUTAN	VARIEZE	NONE	124
348	6312R	021685	PONTIAC, MI	CESSNA	172RG	NONE	186
349	3280	040785	RAVENNA, OH	SMELKO	CVJETKOVIC	NONE	306
350	48241	032985	RICHMOND, IN	CESSNA	152	NONE	154
351	2839Q	032185	BRIGHTON, MI	CESSNA	172L	SERIOUS	192
352	94032	031785	SAUK VILLAGE, IL	CESSNA	T210L	NONE	132
353	4145U	042085	COLUMBUS, OH	CESSNA	150D	NONE	310

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354	55211	041285	PHILLIPSBURG, OH	CESSNA	172P	MINOR	308
355	2299T	041385	CHICAGO, IL	CESSNA	R182	NONE	134
356	7702V	042885	JACKSONVILLE, IL	CESSNA	177RG	NONE	136
357	2588F	050585	TYLER, MN	PIPER	PA-38-112	NONE	198
358	260JH	042885	INDIANAPOLIS, IN	PITTS AEROBA	PITTS S2B	NONE	156
359	91043	051885	GOLDEN VALLEY, MN	CESSNA	207	MINOR	200
360	50125	051885	DURAND, IL	CESSNA	150	NONE	138
362	3163P	021485	EVERGLADES CITY, FL	PIPER	PA-23	FATAL	102
363	111SC	052485	ENGLEWOOD, CO	CESSNA	340A	NONE	84
364	8362H	060185	BOUNTIFUL, UT	AERONA	7AC	NONE	356
365	3475D	061585	ENGLEWOOD, CO	CESSNA	170B	NONE	90
366	5764N	060885	LAFAYETTE, CO	MOONEY	M20K	NONE	88
367	9735E	030885	TAOS, NM	BELLANCA	17-30A	NONE	260
368	6456K	021785	GROVE CITY, OH	CESSNA	150M	NONE	300
369	3081B	021685	GALENA, OH	CESSNA	195B	NONE	294
370	9237M	010485	NUIQSUT, AK	CESSNA	207A	NONE	2
371	4228M	041885	BELUGA, AK	PIPER	PA-12	NONE	8
372	2667Z	062285	LEWIS RIVER, AK	BELLANCA	8GCBC	NONE	14
374	8444D	011385	TROY, MI	PIPER	PA-28-161	NONE	182
375	1894M	020985	PEORIA, IL	CESSNA	337G	MINOR	122
376	1560S	012585	VERDI, NV	BEECH	BE-35	FATAL	280
377	5442Z	042085	KODIAK, AK	CESSNA	U206G	SERIOUS	10
378	1387B	032485	THOMASTON, GA	KIRST ALLEN	DR-1	NONE	118
379	29JD	042685	RAVENSWOOD, WV	MAULE	M5-235C	NONE	384
380	1819V	041985	SALUDA, SC	CESSNA	120	NONE	330

File Order Listing - Issue No. 2, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
381	52778	041785	SOUTHERN PINES, NC	CESSNA	172P	MINOR	246
382	71877	022885	SUCHES, GA	LUSCOMBE	8A	MINOR	112
383	3227L	031085	BUENA VISTA, GA	CESSNA	172H	NONE	114
384	1613P	022185	LAWRENCEVILLE, GA	PIPER	PA-22-150	NONE	110
387	50NP	020485	SOLDOTNA, AK	BEECH	65-A80	FATAL	6
388	6803B	022585	JACKSONVILLE, FL	CESSNA	210	FATAL	108
389	5394M	022685	FRANKTON, IN	CESSNA	152	NONE	148
390	2365F	030685	MADISON, WI	PIPER	PA-38-112	NONE	380
391	4332Q	030785	CHAMPAIGN, IL	CESSNA	172	NONE	130
392	5125U	030985	CENTER VILLAGE, OH	HUGHES	269C	NONE	304
393	5652D	010585	TRADING BAY, AK	MAULE	M6-235	SERIOUS	4
394	74963	062385	LAKE BEVERLEY, AK	PIPER	PA-18	FATAL	16
395	4876A	061785	MULCHATNA RIVER, AK	PIPER	PA-18	NONE	12
396	26580	022285	CHINOOK, MT	TAYLORCRAFT	BC-65	FATAL	220
397	2681B	010885	SALT LAKE CITY, UT	CESSNA	404	NONE	352
398	37775	062285	LANDERS, WY	ROCKWELL	AEROCOMMAN	NONE	386
399	6504J	062685	ANGLE FIRE, NM	PIPER	PA-28-180	MINOR	278
400	65184	062385	GALLUP, NM	CESSNA	172	NONE	276

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 2 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 370 1/04/85 NUIQSUT,AK A/C Reg. No. N9237M Time (Lcl) - 1605 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-CAPE SMYTHE AIR SERVICE	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	DEADHORSE,AK			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	NUIQSUT,AK		NUIQSUT	
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace		Runway Ident	- 22
Visibility	- 40.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 5000/ 75
Lowest Sky/Clouds	- 5000 FT	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE				SNOW - DRY
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1923	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 9	Make/Model- 540	Last 30 Days- UNK/NR
	Aircraft Type - C-207	Instrument- 101	Last 90 Days- 460
		Multi-Eng - 238	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A NIGHT LANDING BY THE COPILOT, AND AFTER THE FIRST BOUNCE, THE PILOT IN COMMAND TOOK CONTROL OF THE AIRCRAFT AFTER IT DEVELOPED A HIGH SINK RATE. THE PILOT THEN GROUND LOOPED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 370

1/04/85

NUIQSUT,AK

A/C Reg. No. N9237M

Time (Lc1) - 1605 AST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 393 1/05/85 TRADING BAY, AK A/C Reg. No. N5652D Time (Lcl) - 1315 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - MAULE M6-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - AVCO LYCOMING IO-540-W1A5DELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 HP

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 090/003 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
TRADING BAY, AK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

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

Total	- 2665	Last 24 Hrs	- 4
Make/Model-	2305	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT-IN-COMMAND, IA AN ATTEMPT TO AVOID A MID-AIR COLLISION, DID NOT CONTROL HIS AIRPLANE SUFFICIENTLY TO AVOID A STALL. ONCE IN THE STALL THE PLT-IN-COMMAND DID NOT PROPERLY RECOVER & THE AIRPLANE MUSHED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 393

1/05/85

TRADING BAY, AK

A/C Reg. No. N5652D

Time (Lc1) - 1315 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
 6. STALL/MUSH - CONTINUED - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 387 2/04/85 SOLDOTNA,AK A/C Reg. No. N50NP Time (Lc1) - 1951 AST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage						
Name of Carrier	-NORTH PACIFIC AIRLINES	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	2	0	0	0	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	7	0	0	0	
Accident Occurred During	-APPROACH							

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

Make/Model	- BEECH 65-A80	Eng Make/Model	- LYCOMING IO-720-A1B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 400 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ANCHORAGE,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	SOLDOTNA
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - .750 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4973/ 130
Lowest Sky/Clouds - 300 FT	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - VOR/DME	Runway Status - SNOW - COMPACTED
Obstructions to Vision- FOG		
Precipitation - FREEZING DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7288
SE LAND,ME LAND,SE SEA	Months Since - 3	Make/Model- 2985
	Aircraft Type - BE-80	Instrument- 890
		Last 24 Hrs - 7
		Last 30 Days- 96
		Last 90 Days- 255

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE CREW OF NPA FLT 1802 CONTACTED THE COMPANY WX OBSERVER AT SOLDOTNA WHO ADVISED THE WX WAS: WND CALM, CEILING 600 TO 800 FT, VIS 8 TO 10 MI, NO PRECIP. THEY MADE AN NDB APCH, BUT MISSED THE APCH & REQUESTED ANOTHER APCH. APRX 1 MIN LATER, THE CREW REPORTED THE ACFT HAD ACCUMULATED A HVY LOAD OF ICE. THEY COULD HAVE DIVERTED NEARBY TO KENAI FOR AN ILS APCH, BUT ELECTED TO MAKE A VOR APCH BACK TO SOLDOTNA. WHILE BEING VECTORED, THEY MADE 2 MORE CHECKS WITH THE WX OBSERVER WHO ADVISED THE WX HAD DETERIORATED TO BELOW MINS & RECOMMENDED DIVERTING, BUT THE CREW DID NOT ACKNOWLEDGE. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES ON HI TERRAIN APRX 1.5 MI SE OF THE ARPT. THERE WAS EVIDENCE THE ACFT WAS CIRCLING WHEN IT CRASHED. CIRCLING WAS NOT AUTHORIZED SOUTH OF RWY 7/25. INV REVEALED RECURRING PRBLMS WITH THE ANTI-ICE SYS, ITS "SINGLE" MODE WAS INOP, 2 DE-ICE BOOTS WERE MISSING FM PROP BLADES. WX STATION LISTED ONLY 1 LGTD MARKER (1/4 MI AWAY) FOR VIS REF; MIN LNDG VIS WAS 1 MI; CEILOMETER WAS INOP. NO FAA INSPN OF WX STATION IN 2 YRS. ICG FORCASTED.

Brief of Accident (Continued)

File No. - 387

2/04/85

SOLDOTNA,AK

A/C Reg. No. N50NP

Time (Lc1) - 1951 AST

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

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM - INADEQUATE
2. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
3. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
5. OTHER AIRPORT/RUNWAY MAINTENANCE - NOT MAINTAINED - COMPANY/OPERATOR MGMT
6. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
7. METEOROLOGICAL SERVICE - INADEQUATE - COMPANY/OPERATOR MGMT
8. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
9. WEATHER CONDITION - LOW CEILING
10. WEATHER CONDITION - FOG
11. WEATHER CONDITION - RAIN
12. WEATHER CONDITION - ICING CONDITIONS
13. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
14. WING - ICE
15. WEATHER CONDITION - BELOW APPROACH MINIMUMS
16. MISSED APPROACH - INITIATED - PILOT IN COMMAND
17. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

18. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
19. MISSED APPROACH - IMPROPER - PILOT IN COMMAND
20. TERRAIN CONDITION - HIGH TERRAIN
21. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
22. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 18,19,21

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,17,20,22

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 371 4/18/85 BELUGA,AK A/C Reg. No. N4228M Time (Lcl) - 1730 AST

-----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 -MANEUVERING

Fire Crew Pass
NONE 0 0

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 3

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 60.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE,AK
Destination
BELGULA,AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 29
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	609	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS DOING LOW ALT TURNS-ABOUT-A-POINT WHEN THE ENG QUIT DUE TO FUEL STARVATION. THE ACFT THEN CRASHED INTO TREES.
PLT STATED THE ACFT HAD APRX 5 GALS OF FUEL AN BOARD AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 371

4/18/85

BELUGA,AK

A/C Reg. No. N4228M

Time (Lcl) - 1730 AST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. REFUELING - DISREGARDED - PILOT IN COMMAND
3. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND
4. PLANNING-DECISION - POOR - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
8. 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) 5,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 377 4/20/85 KODIAK, AK A/C Reg. No. N5442Z Time (Lcl) - 0600 AST

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

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

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

Make/Model	- CESSNA U206G	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	PARAMANOF BAY, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 180/015 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 400 FT PART OBS	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 400 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- BLOWING SNOW				
Precipitation	- SNOW				
Condition of Light	- DAWN				

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3000	Last 24 Hrs - 8
SE LAND, SE SEA	Months Since - 10	Make/Model - 3000	Last 30 Days - UNK/NR
	Aircraft Type - 206	Instrument - 51	Last 90 Days - 141

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT MADE LOW ALT STEEP 180 DEG TURN, STALLED & SPUN INTO WATER. ACFT HAD JUST TAKEN OFF & WAS TO SPOT FLSH FOR THREE FISHING VESSELS.

Brief of Accident (Continued)

File No. - 377

4/20/85

KODIAK, AK

A/C Reg. No. N5442Z

Time (Lcl) - 0600 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, PRESSURE - PILOT IN COMMAND
4. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT
5. WEATHER CONDITION - UNFAVORABLE WIND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

8. ALTITUDE - INADEQUATE - PILOT IN COMMAND
9. MANEUVER - EXCESSIVE - PILOT IN COMMAND
10. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 395 6/17/85 MULCHATNA RIVER, AK A/C Reg. No. N4876A Time (Lcl) - 1330 ADT

-----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	1	

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

Make/Model - PIPER PA-18	Eng Make/Model - OO O	ELT Installed/Activated - YES/YES
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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	MULCHATNA RIVER, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	PORTAGE CREEK, AK	
Wind Dir/Speed- 020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 0
SE LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - 206	Make/Model- 6000
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

PLT REPORTED THAT LEFT WHEEL AXLE BROKE DURING ABORTED TAKEOFF FROM GRAVEL BAR, CAUSING ACFT TO GROUND LOOP.
PLT FAILED TO PROVIDE COMPLETE INFO & BROKEN AXLE FOR ANALYSIS.

Brief of Accident (Continued)

File No. - 395

6/17/85

MULCHATNA RIVER,AK

A/C Reg. No. N4876A

Time (Lcl) - 1330 ADT

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

Finding(s)

1. LANDING GEAR,AXLE - OUTPUT LOW
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. WEATHER CONDITION - CROSSWIND
8. FLIGHT MANUALS - DISREGARDED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,INFORMATION INSUFFICIENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 372 6/22/85 LEWIS RIVER, AK A/C Reg. No. N2667Z Time (Lcl) - 1100 ADT

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

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

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

Make/Model	- BELLANCA 8GCBC	Eng Make/Model	- LYCOMING O-360-C1E	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 180 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	ANCHORAGE, AK	UNKNOWN
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	Type of Clearance	- N/A
Lowest Ceiling	Type Apch/Lndg	- N/A
Obstructions to Vision		- N/A
Precipitation		
Condition of Light		

-----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	Total	- 338
SE LAND, SE SEA	Months Since	Make/Model	- 31
	Aircraft Type	Instrument	- 36
		Last 24 Hrs	- 1
		Last 30 Days	- 15
		Last 90 Days	- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THERE WAS A GUST OF WIND ABOUT 10 KNOTS, THE PILOT WAS NOT ABLE TO REACH FLYING SPEED, AND THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 372

6/22/85

LEWIS RIVER, AK

A/C Reg. No. N2667Z

Time (Lcl) - 1100 ADT

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 394 6/23/85 LAKE BEVERLEY, AK A/C Reg. No. N74963 Time (Lcl) - 1015 ADT

-----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

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

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

Make/Model - PIPER PA-18
Landing Gear - FLOAT
Max Gross Wt - 1760
No. of Seats - 2

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

ELT Installed/Activated - YES/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- 160/005 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
SHANNON LAKE, AK
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, CFI
SE LAND, SE SEA

Age - 25
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 579
Make/Model- 23
Instrument- 85
Last 24 Hrs - 3
Last 30 Days- 7
Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE & HIS STUDENT PLT WAS FLYING AROUND THE LAKE WELL BELOW THE TREE LINE, & AFTER A STEEP RIGHT BANK THE ACFT STRUCK THE TREES & CRASHED IN THE LAKE, THE ACFT SANK INTO 10 TO 12 FT OF WATER.

Brief of Accident (Continued)

File No. - 394

6/23/85

LAKE BEVERLEY, AK

A/C Reg. No. N74963

Time (Lc1) - 1015 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. PROPER ALTITUDE - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. LOW PASS - ATTEMPTED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
 7. IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 329 1/24/85 LETOHATCHEE, AL A/C Reg. No. N2431X Time (Lcl) - 1600 CST

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

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

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

Make/Model - CESSNA 182H	Eng Make/Model - CONT MOTOR O-470-P(15)	ELT Installed/Activated - YES/YES
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PENSACOLA, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MONTGOMERY, AL	DANNELLY
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS OBSERVED AT LOW ALT DESCENDING ON A NORTHERLY HDG. ABOUT 1.5 MI. S OF THE CRASH SITE. ENGINE SOUNDS WERE CHARACTERIZED AS SMOOTH AND NORMAL. ACFT STRUCK A 44000 VOLT X-MISSION LINE PARTING A 5/16IN. DIAMETER HI-STRENGTH STEEL GROUND CABLE AND A 1/O ALUMINUM/STEEL CONDUCTOR. 18 TURNS OF THE STEEL CABLE WERE REMOVED FROM AROUND THE PROP SHAFT ABOUT 1820 FT OF THE STEEL CABLE WAS PULLED FROM THE SUPPORT STRUCTURES. ACFT CAME TO A STOP ABOUT 457FT PAST THE X-MISSION LINE AND BURNED.

Brief of Accident (Continued)

File No. - 329

1/24/85

LETOHATCHEE,AL

A/C Reg. No. N2431X

Time (Lc1) - 1600 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. BUZZING - ATTEMPTED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
8. IMPROPER DECISION, 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) 5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 305 3/09/85 DAUPHIN ISLAND,AL A/C Reg. No. N16841 Time (Lcl) - 1105 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PETROLEUM HELICOPTERS, IN	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	3	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- BELL 206L	Eng Make/Model	- ALLISON 250C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	GULF OF MEXICO	UNKNOWN
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 50 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7060
	Months Since - 3	Make/Model- 5899
HELICOPTER	Aircraft Type - 206B	Instrument- 150
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 54
		Rotorcraft - 7003

Instrument Rating(s) - HELICOPTER

-----Narrative-----

PLT DEPARTED FOR OFFSHORE OIL RIG 3 TIMES. TWO TIMES REPORTED RETURNING DUE TO FOG. AFTER THIRD REPORT, PLT SAID HE WAS IFR. NO FURTHER RADIO COMMUNICATION. WRECKAGE INDICATIVE OF HIGH SPEED WATER IMPACT. DENSE FOG AND LOW CEILING REPORTED OFFSHORE SOUTH OF DAUPHIN ISLAND. VFR FLIGHT. PLT NOT CURRENT IN INSTRUMENT CONDITIONS.

Brief of Accident (Continued)

File No. - 305

3/09/85

DAUPHIN ISLAND,AL

A/C Reg. No. N16841

Time (Lc1) - 1105 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PRESSURE - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

7. BECAME LOST/DISORIENTED - UNCONTROLLED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 204 3/13/85 DECATUR, AL A/C Reg. No. N60649 Time (Lcl) - 0945 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	1

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PRYOR FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	797	Last 24 Hrs -	0
Make/Model-	455		Last 30 Days-	UNK/NR
Instrument-	52		Last 90 Days-	11
Multi-Eng -	12			

Instrument Rating(s) - NONE

-----Narrative-----

DURING ENG START THE ACFT ACCELERATED INTO TWO PARKED ACFT CAUSING SUBSTANTIAL DAMAGE. THE PLT STATED THAT THE TOE BRAKES WERE INEFFECTIVE. POST CRASH INVESTIGATION FAILED TO DISCLOSE A PREEXISTING FAILURE OR MALFUNCTION WHICH MAY HAVE RENDERED THE BRAKES INOP.

Brief of Accident (Continued)

File No. - 204

3/13/85

DECATUR,AL

A/C Reg. No. N60649

Time (Lc1) - 0945 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 243 4/09/85 GUNTHERSVILLE,AL A/C Reg. No. N7153U Time (Lcl) - 1930 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 0
Pass 0

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

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - 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
GUNTHERSVILLE,AL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GUNTHERSVILLE MUNICIPAL
Runway Ident - 20
Runway Lth/Wid - 3360/ 95
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

Total	- 183	Last 24 Hrs	- 0
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	13	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE FAILED TO EXTEND THE LANDING GEAR IN THE TRAFFIC PATTERN. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A GEAR UP LANDING.

Brief of Accident (Continued)

File No. - 243

4/09/85

GUNTHERSVILLE,AL

A/C Reg. No. N7153U

Time (Lc1) - 1930 CST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 273 4/11/85 SEALE,AL A/C Reg. No. N3080J Time (Lcl) - 1400 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	2	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 150E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

ATC/Airspace

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

Runway Ident - 09
Runway Lth/Wid - 1700/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 507
Make/Model- 180
Instrument- 85
Last 24 Hrs - 1
Last 30 Days- 18
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING A SOFT FLD TAKEOFF THE PLT REPORTEDLY APPLIED FULL PWR WITH THE CONTROL YOKE PULLED FULL AFT. THE ACFT BECAME AIRBORNE AT APRX 35 KTS WITH THE STALL WARNING HORN SOUNDING. THE ACFT DRIFTED LEFT OF THE CENTERLINE AND THE PLT OVER CORRECTED ALLOWING THE ACFT TO TRAVEL OFF THE RIGHT SIDE OF THE RWY WHERE THE RIGHT WING CONTACTED A WIND SOCK POLE AND THE ACFT SETTLED TO THE GROUND.

Brief of Accident (Continued)

File No. - 273

4/11/85

SEALE,AL

A/C Reg. No. N3080J

Time (Lcl) - 1400 EST

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

Finding(s)

1. ROTATION - PREMATURE - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - AIRPORT FACILITY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 227 4/19/85 JACKSONVILLE,AL A/C Reg. No. N5330B Time (Lcl) - 0850 CST

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

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

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

Make/Model - 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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3341
	Months Since - 10	Make/Model- 1728
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 617
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT EXPERIENCED POWER FAILURE DURING CLIMBOUT. A FORCED LANDING WAS MADE IN A PLOWED FLD AND THE ACFT NOSED OVER. EXAMINATION OF THE WRECKAGE REVEALED THAT THE CARBURETOR AIRBOX SEAL HAD DETERIORATED AND LODGED IN THE THROAT OF THE CARBURETOR. LAST ANNUAL INSPECTION WAS COMPLETED 96 FLT HRS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 227

4/19/85

JACKSONVILLE,AL

A/C Reg. No. N5330B

Time (Lc1) - 0850 CST

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

Finding(s)

1. FUEL SYSTEM, RAM AIR - STARVATION
2. THROTTLE/POWER LEVER, TORQUE BOX - DETERIORATED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 296 4/27/85 BAYOU LA BATRE,AL A/C Reg. No. N2688G Time (Lcl) - 1644 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PARACHUTIST
Flight Conducted Under -14 CFR 105
Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - CESSNA 182B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470-L
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- 140/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BAYOU LA BATRE,AL
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 - 22
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 366 Last 24 Hrs - 1
Make/Model- 219 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

INADVERTANT OPENING OF PARACHUTE IN AIRCRAFT DURING CLIMB TO JUMP ALTITUDE PULLED JUMPER FROM AIRCRAFT. JUMPER STRUCK RIGHT HORIZONTAL TAIL. CONTROL OF AIRCRAFT WAS LOST AND THE PILOT AND THE OTHER THREE JUMPERS EXITED THE AIRCRAFT, DEPLOYED THEIR CHUTES AND LANDED UNINJURED. THE AIRCRAFT IMPACTED THE GROUND IN A VERTICAL OR NEAR VERTICAL DIVE.

Brief of Accident (Continued)

File No. - 296

4/27/85

BAYOU LA BATRE, AL

A/C Reg. No. N2688G

Time (Lc1) - 1644 CST

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

Finding(s)
1. OBJECT - OTHER PERSON

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 282 2/08/85 BENTONVILLE, AR A/C Reg. No. N27743 Time (Lcl) - 1705 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	4
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-31	Eng Make/Model - LYCOMING TIO-540-F2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	PINE BLUFF, AR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BENTONVILLE, AR	BENTONVILLE MUNI
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4090/ 50
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 21900
SE LAND, ME LAND	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - PA-31P	Make/Model- UNK/NR
		Instrument- 2700
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Multi-Eng - 11400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING APPROACH, THE PLT STATED, HE PROBABLY FORGOT TO EXTEND THE LANDING GEAR. INSPECTION OF THE ACFT REVEALED NO MECHANICAL PROBLEM WITH THE LANDING GEAR EXTENSION OR RETRACTION MECHANISM. A TEST OF THE LANDING GEAR SYSTEM SHOWED IT TO WORK PROPERLY. AN INSPECTION OF THE GEAR SHOWED IT TO BE IN THE UP AND LOCKED POSITION.

Brief of Accident (Continued)

File No. - 282

2/08/85

BENTONVILLE, AR

A/C Reg. No. N27743

Time (Lcl) - 1705 CST

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

Finding(s)

1. TERRAIN CONDITION - RUNWAY
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - 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) 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. - 244 4/01/85 GARLAND, AR A/C Reg. No. N8418K Time (Lcl) - 0740 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
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 - GULFSTREAM-SCHWEIZER G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-1340AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/003 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 51
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000 Last 24 Hrs - UNK/NR
Make/Model- 1150 Last 30 Days- UNK/NR
Instrument- 200 Last 90 Days- UNK/NR
Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS BEGINNING A SPRAY RUN OVER A WHEAT FIELD WHEN THE ACFT IMPACTED THE TOP 3 STRANDS OF A 4 STRAND, HIGH VOLTAGE POWER LINE. THE ACFT THEN DESCENDED UNCONTROLLED UNTIL IMPACT WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 244

4/01/85

GARLAND, AR

A/C Reg. No. N8418K

Time (Lcl) - 0740 CST

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

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 MANEUVERING - AERIAL APPLICATION

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 213 4/20/85 COY,AR

A/C Reg. No. N8729H

Time (Lc1) - 0805 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - GRUMMAN G-164A
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
Wind Dir/Speed- 180/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COY,AR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - G164A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 18000
Make/Model- 2100
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- 0
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE APPROACHING A FIELD TO DISPENSE RICE, THE ACFT STRUCK A SET OF POWER LINES. THE PLT HAD FLOWN OVER THE SAME SET OF POWER LINES FOR NEARLY 2 HOURS. THE FLAGMEN STATED THEY HEARD THE ACFT STRIKE THE WIRES AND ONE OF THE WIRES MADE A "POP" AS IF BEING SEPARATED FROM THE POLE. THE REMAINDER OF THE THREE LINES STAYED WITH THE ACFT DURING THE DESCENT. THE WIRES WERE LYING BY THE ACFT WHICH HAD FLIPPED INVERTED AND CAUGHT FIRE. AN ACFT INSPECTION REVEALED NO PREIMPACT FAILURES OF THE FLT CONTROLS OR ENGINE COMPONENTS. THE TRANSMISSION LINES ARE DIFFICULT TO SEE FROM THE GROUND AND AIR, BLENDING WITH THE BACKGROUND COLORING.

Brief of Accident (Continued)

File No. - 213

4/20/85

COY, AR

A/C Reg. No. N8729H

Time (Lc1) - 0805 CST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
 4. PULL-UP - NOT PERFORMED - PILOT IN COMMAND
-

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

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 318

5/08/85

MALVERN, AR

A/C Reg. No. N9EE

Time (Lc1) - 1120 CDT

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage

Injuries

Type of Operation -OTHER WORK USE

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 133

Fire
NONE

Crew
Pass

0
0

0
0

1
0

0
0

Accident Occurred During -DESCENT

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

Make/Model - HUGHES 369HS

Eng Make/Model - ALLISON 250-C20

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2400

Engine Type - TURBOSHAFT

No. of Seats - 5

Rated Power - 400 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Itinerary

Last Departure Point

Airport Proximity

OFF AIRPORT/STRIP

Method - N/A

Completeness - N/A

MALVERN, AR

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- 070/010 KTS

Visibility - 5.0 SM

ATC/Airspace

Runway Ident - N/A

Lowest Sky/Clouds - UNK/NR

Type of Flight Plan - NONE

Runway Lth/Wid - N/A

Lowest Ceiling - 2800 FT OVERCAST

Type of Clearance - NONE

Runway Surface - N/A

Obstructions to Vision- HAZE

Type Apch/Lndg - NONE

Runway Status - N/A

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)

ATP

Current - YES

Total - 10500

Last 24 Hrs - 5

SE LAND

Months Since - 1

Make/Model- 500

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - 369HS

Instrument- 245

Last 90 Days- 45

Rotorcraft - 10000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A POWERLINE CONSTRUCTION OPERATION, A GROUND CREW MEMBER HOLDING A ROPE LEAD LINE RELEASED THE ROPE PREMATURELY AS THE HELICOPTER BECAME AIRBORNE. THE NYLON ROPE ENTANGLED THE MAIN ROTOR SYSTEM FORCING THE PLT TO LOSE CONTROL OF THE HELICOPTER. THE GROUND CREW MEMBER IS SUPPOSED TO RETAIN A HOLD OF THIS LINE UNTIL THE HELICOPTER CLEARS THE TOWER WHERE THE LINE STRINGING OPERATION IS BEING CONDUCTED.

Brief of Accident (Continued)

File No. - 318

5/08/85

MALVERN, AR

A/C Reg. No. N9EE

Time (Lcl) - 1120 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CREW/GROUP COORDINATION - NOT MAINTAINED - GROUND PERSONNEL
2. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 306 5/20/85 HARRISBURG, AR

A/C Reg. No. N4017W

Time (Lcl) - 1230 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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
NONE

Crew
Pass

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

Make/Model - AYRES CORPORATION S2R-600

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

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 - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 7000 FT

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

OFF AIRPORT/STRIP

Airport Data

UNKNOWN

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 - 39

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - PA-28R

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 - 5

Last 30 Days- UNK/NR

Last 90 Days- 69

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT REPORTS THAT THE LT WING OF N4017N HIT A DIKE IN A RICEFIELD WHILE HE WAS MAKING A TRIM SWATH. THERE WERE NO INDICATIONS OF EQUIPMENT MALFUNCTION.

Brief of Accident (Continued)

File No. - 306

5/20/85

HARRISBURG, AR

A/C Reg. No. N4017W

Time (Lcl) - 1230 CDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 280 6/03/85 MARVELL, AR A/C Reg. No. N4865Q Time (Lcl) - 1400 CDT

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

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

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

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	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 Surface
Lowest Ceiling	- NONE	- GRASS/TURF
Obstructions to Vision	Type of Clearance	Runway Status
Precipitation	- NONE	- DRY
Condition of Light	Type Apch/Lndg	
	- FORCED LANDING	

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 21000
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - C-185	Make/Model - 2500
		Last 30 Days - UNK/NR
		Instrument - 4332
		Last 90 Days - 43
		Multi-Eng - 11000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT THE ENGINE STOPPED PRODUCING POWER AFTER A REDUCTION TO CRUISE POWER. TOUCHDOWN DURING THE FORCED LANIDNG WAS HARD. THE ENGINE RAN SATISFACTORILY DURING POST CRASH TESTING AND CAUSE OF THE LOSS OF POWER COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 280

6/03/85

MARVELL, AR

A/C Reg. No. N4865Q

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER

Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 320 6/11/85 SWIFTON, AR A/C Reg. No. N8836H Time (Lcl) - 0800 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	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	- 4500	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 600 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		PRIVATE AG STRIP	
Wind Dir/Speed	- 360/005 KTS	ATC/Airspace		Runway Ident	- 36
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2640
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1312	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 11	Make/Model - 574	Last 30 Days - UNK/NR
	Aircraft Type - PA23160	Instrument - 71	Last 90 Days - 60
		Multi-Eng - 79	

Instrument Rating(s) - NONE

-----Narrative-----

THE AG PILOT WAS LANDING THE AIRPLANE TOO FAST AND WHEN HE COULDN'T STOP ON THE WET GRASS, HE ATTEMPTED A GO-AROUND. BY THE TIME THE ENGINE ACCELERATED, THERE WAS NOT ENOUGH AIRSPEED OR RUNWAY AND THE AIRPLANE WENT THROUGH A FENCE AND STOPPED AGAINST A TELEPHONE POST.

Brief of Accident (Continued)

File No. - 320

6/11/85

SWIFTON, AR

A/C Reg. No. N8836H

Time (Lcl) - 0800 CDT

Occurrence

OVERRUN

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
6. OBJECT - FENCE
7. OBJECT - UTILITY POLE

-----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) 2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 254 1/07/85 CHANDLER,AZ A/C Reg. No. N84096 Time (Lcl) - 0945 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew Pass

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

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

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 120/002 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHANDLER,AZ

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5600	Last 24 Hrs	- 4
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Make/Model-	1300	Last 30 Days-	25
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Instrument-	550	Last 90 Days-	70
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Multi-Eng	- 2000	Rotorcraft	- 50
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC REPORTED THE 2ND PLT WAS FLYING THE ACFT AT THE TIME OF THE ACCIDENT WHILE THEY WERE PRACTICING OFF ARPT LANDINGS. ON THE SECOND TAKEOFF, THE 2ND PLT EXECUTED A COURSE REVERSAL TURN TO LAND OPPOSITE THE DIRECTION OF TAKEOFF. THE INITIAL TURN WAS TO THE LEFT. AFTER COMLETING THE 90 DEG LEFT TURN AND WHILE IN THE 270 DEG RIGHT TURN THE ACFT RIGHT WING BANKED 90 DEGREES AND THE NOSE DROPPED 70 DEGREES. CONTROL INPUTS WOULD NOT ARREST THE ACFT ATTITUDE. PRIOR TO IMPACT THE PIC RETARDED THE THROTTLE TO IDLE. LIGHT VARIABLE SURFACE WINDS PREVAILED. THE PIC REPORTED A 30 DEG TEMP INVERSION AT ALTITUDE WAS EXPERIENCED.

Brief of Accident (Continued)

File No. - 254

1/07/85

CHANDLER, AZ

A/C Reg. No. N84096

Time (Lc1) - 0945 MST

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND(CFI)
 3. AIRSPEED - MISJUDGED - COPILOT
 4. STALL - INADVERTENT - COPILOT
-

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. - 262 3/27/85 SHOW LOW, AZ A/C Reg. No. N3757L Time (Lcl) - 1330 MST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/030 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PHOENIX, 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>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SHOW LOW MUNICIPAL</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 4050 -UNK/NR</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>COMMERCIAL, CFI</p> <p>SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 900</p> <p>Make/Model- 500</p> <p>Instrument- 100</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 40</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

INSTRUCTOR PLT STATED THAT PRIOR TO DEPARTURE FOR SHOW LOW HE CALLED THE FIXED BASE OPERATOR AT SHOW LOW AND LEARNED THE WINDS WERE CURRENTLY FROM 190 TO 200 DEGREES A 20 TO 30 KNOTS. HE AND HIS STUDENT DEPARTED AND UPON ARRIVING IN THE SHOW LOW AREA LEARNED THAT THE WINDS WERE NOW FROM 180 TO 210 DEGREES AT 30 TO 50 KNOTS. HE PERFORMED THE LANDING AND DURING ROLL OUT WIND LIFTED THE RIGHT WING FLIPPING THE AIRCRAFT OVER.

Brief of Accident (Continued)

File No. - 262

3/27/85

SHOW LOW, AZ

A/C Reg. No. N3757L

Time (Lcl) - 1330 MST

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
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) 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. - 255 1/08/85 BEAUMONT, CA A/C Reg. No. N29493 Time (Lcl) - 2320 PST

-----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	1	0
Accident Occurred During -MANEUVERING			0	0	1	0

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PALM SPRINGS, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SANTA BARBARA, CA	
Wind Dir/Speed- 130/006 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 - OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 696
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 166
		Instrument- 23
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A PERSONAL VFR FLT TO SANTA BARBARA, CA, ON A DARK OVCST NIGHT. MARGINAL VFR CONDITIONS WITH LGT RAIN PREVAILED. GND WITNESSES RPTD THE ACFT WAS FOLLOWING THE HWY AT ABOUT 200 FT AGL PRIOR TO THE ACCIDENT. THE PLT RPTD HE INADVERTENTLY BEGAN FOLLOWING THE WRONG HWY AND THAT HE WAS TURNING THE ACFT TO THE LEFT TO REVERSE DIRECTION WHEN THE ACFT COLLIDED WITH THE RISING TERRAIN. THE PLT AND PASSENGER REPORTED THE ACFT AND ENGINE WERE PERFORMING NORMALLY BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 255

1/08/85

BEAUMONT, CA

A/C Reg. No. N29493

Time (Lcl) - 2320 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION
1. ALTITUDE - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - RISING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 298 1/30/85 GALT,CA A/C Reg. No. N67081 Time (Lcl) - 0712 PST

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

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

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

Make/Model	- AEROSPATIALE SA316B	Eng Make/Model	- TURBOMECA ARTOUSTE IIIB	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4960	Engine Type	- TURBOSHAFT			
No. of Seats	- 3	Rated Power	- 858 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SACRAMENTO,CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 330/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- NONE	Runway Surface	- DIRT
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- HIGH VEGETATION
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		SOFT
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 1	Make/Model- 482	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - 6201

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE THE PLT LOST TAIL ROTOR CONTROL AND ELECTED TO EXECUTE AN EMERGENCY LANDING IN AN OPEN FIELD. THE TAIL ROTOR GEARBOX WAS FOUND 45 FT FROM THE MAIN WRECKAGE. THE TAIL ROTOR GUARD WAS FOUND 60 FT FROM THE MAIN WRECKAGE. IT DID NOT EXHIBIT ANY GROUND IMPACT DAMAGE, BUT DID DISPLAY 3 TAIL ROTOR BLADE MARKS. THE RIGHT EAR TAIL ROTOR GEARBOX ATTACHMENT BOLT SHEARED IN AN OVERLOAD MANNER. THE LEFT EAR TAIL ROTOR GEARBOX ATTACHMENT BOLT WAS MISSING AND THE EAR SHOWED COMPRESSION DAMAGE AT THE BOTTOM AFT EDGE OF ITS INSIDE PLATE. THERE WAS NO OTHER EVIDENCE OF A PREIMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 298

1/30/85

GALT, CA

A/C Reg. No. N67081

Time (Lc1) - 0712 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - LOSS, TOTAL
 2. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 259 2/17/85 LOS ALAMITOS, CA A/C Reg. No. N444SR Time (Lc1) - 1909 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	NONE	0	0	1	0
Accident Occurred During	-LANDING					

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

Make/Model	- BEECH B 90	Eng Make/Model	- P&W PT6A-28	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9650	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	TORRANCE, CA	
Completeness	Destination	Airport Data
Basic Weather	SANTA ANA, CA	LOS ALAMITOS
Wind Dir/Speed	ATC/Airspace	Runway Ident
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	Runway Surface
Precipitation	- HAZE	- N/A
Condition of Light	Type Apch/Lndg	Runway Status
	- FORCED LANDING	

-----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, CFI	Current - YES	Total - 2970
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - C-182	Make/Model - 650
		Last 30 Days - UNK/NR
		Instrument - 300
		Last 90 Days - 100
		Rotorcraft - 10
		Multi-Eng - 970

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SIMULTANEOUSLY LOST PWR IN BOTH ENGINES AFTER THE LEFT FUEL PUMP FAILED. THE FUEL SYSTEM AUTOMATICALLY WENT TO X-FEED AND THEN THE RIGHT FUEL PUMP FAILED. BOTH ENGINES QUIT SIMULTANEOUSLY AFTER SURGING. THE PLT WAS UNABLE TO LOCATE AN UNLIGHTED RWY AND MADE A FORCED LANDING ON A CITY STREET. DURING THE LANDING SEQUENCE THE ACFT STRUCK SOME TREES, A PWR POLE AND PWR LINES. A SMALL AMT OF FUEL SPILLED AND NONE REMAINED ABOARD THE ACFT. THE PLT STATED THAT HE TOOK OFF KNOWING THAT THE WING TANKS WERE EMPTY AND FAILED TO VISUALLY INSPECT OR DIP THE NACELLE TANKS. TESTS INDICATED THAT THERE WAS A SHORT IN THE LEFT NACELLE FUEL GAUGE.

Brief of Accident (Continued)

File No. - 259

2/17/85

LOS ALAMITOS, CA

A/C Reg. No. N444SR

Time (Lc1) - 1909 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. OBJECT - TREE(S)
8. OBJECT - UTILITY POLE(MARKED)
9. OBJECT - WIRE, STATIC

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 256 2/18/85 MODESTO,CA A/C Reg. No. N80860 Time (Lcl) - 1524 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 Crew Pass
NONE 0 0

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

Make/Model - GLOBE SWIFT GC1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-145
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- 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
COLUMBIA,CA
Destination
MODESTO,CA

Airport Proximity
ON AIRPORT

Airport Data

MODESTO CITY CO.
Runway Ident - 28
Runway Lth/Wid - 3451/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-170B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4930 Last 24 Hrs - 0
Make/Model- 405 Last 30 Days- UNK/NR
Instrument- 261 Last 90 Days- 9
Multi-Eng - 830

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED A SIMULATED FORCED LANDING, STALLED THE ACFT 10 TO 15 FEET HIGH AND MADE A HARD LANDING CAUSING THE RIGHT MAIN GEAR TO FAIL.

Brief of Accident (Continued)

File No. - 256

2/18/85

MODESTO, CA

A/C Reg. No. N80860

Time (Lcl) - 1524 PST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 237 2/20/85 MOJAVE, CA

A/C Reg. No. N1112F

Time (Lcl) - 1237 PST

-----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 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 290/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OXNARDN, CA
Destination
MOJAVE, CA

Airport Proximity
ON AIRPORT

Airport Data

MOJAVE
Runway Ident - 30
Runway Lth/Wid - 9600/ 200
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 270	Last 24 Hrs	- 1
Make/Model	- 50	Last 30 Days	- UNK/NR
Instrument	- 4	Last 90 Days	- 40
Multi-Eng	- 6	Rotorcraft	- 2

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO LANDING THE PLT WAS ADVISED OF WIND GUSTS AS HIGH AS 68 KTS. PLT LANDED & WHILE TAXIING TO THE RAMP A GUST OF WIND WAS EXPERIENCED WHICH BLEW THE ACFT OVER TO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 237

2/20/85

MOJAVE, CA

A/C Reg. No. N1112F

Time (Lc1) - 1237 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 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) 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. - 336 2/28/85 OCEANSIDE, CA A/C Reg. No. N9325M Time (Lcl) - 1102 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
ON GROUND

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

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

Make/Model - MOONEY N2OE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2725
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 500 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 240/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OCEANSIDE, CA
Destination
FORTUNA, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

OCEANSIDE
Runway Ident - 24
Runway Lth/Wid - 3061/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - M-20-E

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-----

GND WITNESSES REPORTED THE ACFT ENGINE BEGAN TO MISFIRE SHORTLY AFTER DEPARTING RY 24 AT OCEANSIDE MUNI ARPT OCEANSIDE, CA. WHEN THE ACFT REACHED THE DEPARTURE END OF THE RY AT AB OUT 100 FT AGL, THE PLT BEGAN A LEFT TURN. PRIOR TO COMPLETING THE TURN, THE ACFT STALLED & CRASHED INTO A BLDG LOCATED ASOUTH & ADJACENT TO RY 24. BOTH OCCUPANTS ABOARD THE ACFT SUSTAINED FATAL INJURIES. NO PERSONS ON THE GROUND WERE INJURED. THE BLDG WAS SUBSTANTIALLY DAMAGED AND ITS CONTENTS WERE DESTROYED. DISASSEMBLY EXAM OF THE ENGINE REVEALED THAT THE NO. 1 CYL SPARK PLUGS WERE NOT FIRING AND THAT THE NO. 3 CYL PISTON COMPRESSION RING WAS BROKEN & THE UPPER SPARK PLUG WAS OIL SOAKED. THE ABSENCE OF RING PARTICLES IN THE OIL FILTER INDICATED THE RING BROKE DURING THE ACCIDENT FLT. SEVERAL CRANKSHAFT & CON ROD BEARINGS SHOWED HIGH TEMP DISTRESS. MOST OF THE OIL PASSAGE HOLES WERE PARTIALLY BLOCKED BY THE BEARINGS. THE CRANKSHAFT WAS PUSHED REARWARD. THE MAINT LOGS REVEAL TWO PRIOR PROP GND CONTACT. THE ENG HAD NOT BEEN OVHLD & HAD ACCUM MORE THAN 1868 HRS.

Brief of Accident (Continued)

File No. - 336

2/28/85

OCEANSIDE,CA

A/C Reg. No. N9325M

Time (Lc1) - 1102 PST

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

Finding(s)

1. ENGINE ASSEMBLY,RING - FAILURE,TOTAL
2. ENGINE ASSEMBLY,BEARING - BLOCKED(PARTIAL)
3. IGNITION SYSTEM,SPARK PLUG - INOPERATIVE
4. LUBRICATING SYSTEM - BLOCKED(PARTIAL)
5. MAINTENANCE,SERVICE OF AIRCRAFT - POOR - PILOT IN COMMAND
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

7. JUDGEMENT - POOR - PILOT IN COMMAND
8. PROCEDURES/DIRECTIVES - ATTEMPTED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - BUILDING(NONRESIDENTIAL)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 257 3/14/85 GRASS VALLEY, CA A/C Reg. No. N95491 Time (Lcl) - 1100 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 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 280/006 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
PLACERVILLE, CA
Destination
GRASS VALLEY, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NEVADA CO
Runway Ident - 25
Runway Lth/Wid - 3920/ 50
Runway Surface - ASPHALT
Runway Status - ICE COVERED

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 66
Last 24 Hrs - UNK/NR
Make/Model - UNK/NR
Last 30 Days - UNK/NR
Instrument - UNK/NR
Last 90 Days - 5
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT SHE FLARED TOO LATE AND WAS TOO CLOSE TO THE LEFT SIDE OF THE 50 FT WIDE RWY AT TOUCHDOWN. THE ACFT VEERED LEFT ON THE LNDG ROLL AND THE LEFT MAIN GEAR STRUCK A SNOWBANK. THE PLT TRIED TO STEER OUT OF THE SNOWBANK BUT THE NOSE GEAR ALSO GOT INTO THE SNOW AND THE ACFT NOSED OVER. THE SLIGHTLY DOWNHILL RWY WAS ICY AND THERE WAS A RIGHT X-WIND COMPONENT.

Brief of Accident (Continued)

File No. - 257

3/14/85

GRASS VALLEY, CA

A/C Reg. No. N95491

Time (Lc1) - 1100 PST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - DOWNHILL
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. TERRAIN CONDITION - ICY
-

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

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. - 261 3/18/85 MOUNTAIN PASS,CA A/C Reg. No. N7748K 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 -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- 330/026 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
SANTA MONICA,CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SKYRANCH ESTATES
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 - 41
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 600
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 DEPARTED INTO A WEATHER FRONT. VFR FLT WAS NOT RECOMMENDED. FLT PRECAUTIONS EXISTED FOR ICING, TURBULENCE & MT OBSCURATION. THE RADAR CHART SHOWED LIGHT TO MODERATE RAIN WITH ISOLATED THUNDERSTORMS. THE ACFT WAS ISSUED A CLEARANCE OUT OF THE TCA TO CLIMB & MAINTAIN 6500 FT. THE ACFT WAS LOCATED AFTER IT WAS MISSING FOR 4 DAYS. IT HAD STRUCK A MOUNTAIN AND RESTED AT THE 6800 FT MSL LEVEL. RADAR INFORMATION CONFIRMED THAT THE ACFT WAS INBOUND BACK TOWARD ITS POINT OF DEPARTURE.

Brief of Accident (Continued)

File No. - 261

3/18/85

MOUNTAIN PASS,CA

A/C Reg. No. N7748K

Time (Lcl) - 1645 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - TURBULENCE
6. WEATHER CONDITION - THUNDERSTORM
7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
9. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 333 3/18/85 FREMONT, CA A/C Reg. No. N2297 Time (Lcl) - 1624 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
ON GROUND

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

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

Make/Model - STRACENER EXPERIMENTAL SX
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1765
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- 270/011 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 2200 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAYWARD, CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FREMONT

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, ME SEA

Age - 48

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 - 13600

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING LEASED TO THE ATR PLT BY THE REGISTERED OWNER. THIS WAS THE PLT'S FIRST FLT IN THE ACFT. WEATHER CONDITIONS WERE CONDUCIVE FOR CARBURETOR ICING. JUST PRIOR TO TAKEOFF THE OWNER ADVISED THE PLT THAT THE ACFT WAS EQUIPPED WITH A LOW PRESSURE CARBURETOR WHICH WAS VERY SUSEPTIBLE TO ICING. THE PLT REPORTED HE HAD A ROUGH RUNNING ENG, DECLARED AN EMERG, & SAID HE WAS RETURNING TO THE ARPT. SUBSEQUENTLY HE REPORTED THAT HE WOULD HAVE TO PUT IT IN SHORT. WITNESSES SAID THE ENG WAS SPUTTERING, POPPING, & CUTTING OUT JUST BEFORE IT QUIT. THE ACFT THEN ENTERED A LEFT BANK, LOST ALT, CRASHED & BURNED. FINAL DESCENT ANGLE WAS AT LEAST 60 DEGREES. NO MECHANICAL PROBLEMS WERE FOUND WITH THE ENG, OR ANY OF ITS COMPONENTS, DURING ENG DISADSEMBLY.

Brief of Accident (Continued)

File No. - 333

3/18/85

FREMONT, CA

A/C Reg. No. N2297

Time (Lcl) - 1624 PST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

5. STALL - INADVERTENT - PILOT IN COMMAND

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

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) 5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 253 3/30/85 WATSONVILLE, CA A/C Reg. No. N4227B Time (Lcl) - 0715 PST

-----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 -DESCENT	NONE	Pass 0	0	0	0

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

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435-A10	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 260 HP	

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

Weather Data	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	
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 18862
SE LAND,ME LAND,ME SEA	Months Since - 5	Make/Model- 6228
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 30
		Multi-Eng - 70
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 8072

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE INTENDED TO CLIMB OVER A PWR LINE AT THE END OF A SWATH RUN, HOWEVER, A TAILWIND GUST WAS ENCOUNTERED AND THE ACFT COULD NOT OBTAIN SUFFICIENT ALTITUDE TO CLEAR THE LINE. THE PLT ELECTED TO FLY UNDER THE LINE UNAWARE OF A LOWER LINE WHICH EXISTED. THE HELICOPTER CONTACTED THE LINE, DESCENDED TO THE TERRAIN AND ROLLED OVER.

Brief of Accident (Continued)

File No. - 253

3/30/85

WATSONVILLE,CA

A/C Reg. No. N4227B

Time (Lcl) - 0715 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. OBJECT - WIRE,TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

Occurrence #4 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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 258 4/02/85 EAGLE MOUNTAIN,CA A/C Reg. No. XBDED Time (Lcl) - 0600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

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

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

Make/Model - CESSNA 414
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-520-J
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

EAGLE MOUNTAIN
Runway Ident - 18
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE RIVERSIDE COUNTY CALIFORNIA SHERIFF'S DEPARTMENT THE ACFT TOUCHED DOWN LEFT GEAR FIRST AND EXPERIENCED A BLOWOUT OR GEAR FAILURE ON THE RIGHT GEAR. THE ACFT RAN OFF THE RIGHT SIDE OF THE RWY, SKIDDED ACROSS A DIRT BERM PARTIALLY SEPARATING THE RIGHT WING WHICH WAS BURNED ALONG WITH THE RIGHT ENGINE. THE ACFT CONTAINED 451 POUNDS OF 90%+ PURE COCAINE. THE OCCUPANTS WERE NOT LOCATED. THE ACFT WAS REGISTERED IN MEXICO.

Brief of Accident (Continued)

File No. - 258

4/02/85

EAGLE MOUNTAIN, CA

A/C Reg. No. XBDED

Time (Lc1) - 0600 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - UNDETERMINED
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 252 4/04/85 SAN JOSE, CA A/C Reg. No. N6273Q Time (Lcl) - 1750 PST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1675	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	FREMONT AIRPORT, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	SAN ANTONIO
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2100 -UNK/NR
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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 553
	Months Since - N/A	Last 24 Hrs - 7
	Aircraft Type - N/A	Make/Model- 553
		Last 30 Days- 7
		Instrument- 5
		Last 90 Days- 133

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED, "ON THIRD APPROACH, WHICH FOLLOWED 2 GO-AROUNDS; LANDING WAS MADE AND GUSTY WINDS FORCED AIRCRAFT OFF NORTH SIDE OF RUNWAY AND INTO DRAINAGE DITCH WHERE AIRCRAFT STRUCK BRUSH & CAME TO REST."

Brief of Accident (Continued)

File No. - 252

4/04/85

SAN JOSE,CA

A/C Reg. No. N6273Q

Time (Lc1) - 1750 PST

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

Finding(s)

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

Occurrence #2 IN FLIGHT 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) 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. - 236 4/27/85 AURORA, CO A/C Reg. No. N555JW Time (Lcl) - 1300 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - BOEING PT 17
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - CONTINENTAL W67D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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 - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD, CO
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

FRONT RANGE
Runway Ident - 26
Runway Lth/Wid - 8000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 126
Last 24 Hrs - 1
Make/Model- 7
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED WHILE LANDING AT FRONT RANGE APRT, AURORA, CO. THE PLT WAS RECEIVING INSTRUCTION FROM A FLIGHT INSTRUCTOR FOR INSURANCE PURPOSES. WITNESSES SAW THE ACFT LAND IN A NORMAL MANNER THEN IT BEGAN TO SWERVE BACK AND FORTH ACROSS THE RWY WHICH TERMINATED WITH THE RIGHT GEAR COLLAPSING. THE PLTS HAD NO EXPLANATION FOR THE CAUSE OF THE GROUND LOOP.

Brief of Accident (Continued)

File No. - 236

4/27/85

AURORA, CO

A/C Reg. No. N555JW

Time (Lcl) - 1300 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - 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. - 235 5/01/85 GARFIELD, CO A/C Reg. No. N737DH Time (Lc1) - 0725 MDT

-----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 - DESCENT

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO 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
SALIDA, CO
Destination
GUNNISON, CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 73
Make/Model- 73
Instrument- 0
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TERRAIN ON THE EAST SIDE OF MONARCH PASS NEAR GARFIELD, CO. THE THREE OCCUPANTS, ALL PILOTS, WERE NOT INJURED. THE ACFT DEPARTED SALIDA, CO, LOCATED APRX 20 MILES EAST OF THE PASS. THE PLT STATED THAT THE ACFT WOULD NOT CLIMB ABOVE 10300 FT. THE ELEVATION OF THE PASS IS 11312 FT. DURING A 180 DEGREE TURN TO REVERSE COURSE, THE ACFT IMPACTED AND SETTLED INTO TREES.

Brief of Accident (Continued)

File No. - 235

5/01/85

GARFIELD,CO

A/C Reg. No. N737DH

Time (Lc1) - 0725 MDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED
 5. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 234 5/02/85 GLENWOOD SPRING,CO A/C Reg. No. N18009 Time (Lcl) - 1658 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1700
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 87
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO A BASKETBALL COURT IMMEDIATELY AFTER TAKEOFF FROM GLENWOOD SPRINGS ARPT. THE PLT MADE A TOUCH AND GO LANDING AND TURNED OFF THE CARBURETOR HEAT 100 FT ABOVE THE GROUND DURING THE TAKEOFF CLIMB. HE SAID THE ENGINE BEGAN TO RUN ROUGH WHEN THE CARBURETOR HEAT WAS PUSHED IN. WHILE ADJUSTING THE MIXTURE CONTROL, THE ENGINE LOST POWER. THE ACFT STALLED 50 FT ABOVE THE GROUND AND BROKE INTO 3 PIECES ON GROUND IMPACT. THE MIXTURE CONTROL WAS FOUND IN THE LEAN POSITION AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 234

5/02/85

GLENWOOD SPRING, CO

A/C Reg. No. N18009

Time (Lc1) - 1658 MDT

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

Finding(s)

1. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 285 5/05/85 COLORADO SPRING, CO A/C Reg. No. N2477W Time (Lcl) - 1342 MDT

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

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

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

Make/Model - SCHWEIZER SGS 2-32	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - YES
Max Gross Wt - 1040	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

-----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- 090/005 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BLACK FOREST</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 5000 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND</p>	<p>Age - 65</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 92</p> <p>Make/Model- 28</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER COLLIDED WITH A PARKED ACFT FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE PLT REPORTED THE LEFT WING DIPPED DURING THE LANDING ROLL BECAUSE OF THE X-WIND. THE LEFT WING TIP WHEEL DUG INTO AN AREA OF SOFT SAND BESIDE THE RWY AND THE WHEEL SNAGGED A TOW ROPE WHICH WAS LYING ALONG THE EDGE OF THE RWY. THE GLIDER WAS PULLED APRX 30 DEGS TO THE LEFT AND IMPACTED THE PARKED ACFT. THE WING SPAN OF THE GLIDER IS WIDER THAN THE WIDTH OF THE RWY.

Brief of Accident (Continued)

File No. - 285

5/05/85

COLORADO SPRING, CO

A/C Reg. No. N2477W

Time (Lcl) - 1342 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 290 5/23/85 WATKINS,CO A/C Reg. No. N781VY Time (Lcl) - 1217 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CHAMPION 7FC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - 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- 260/006 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD,CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FRONT RANGE
Runway Ident - 26
Runway Lth/Wid - 8000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Flight Time (Hours)	
Total	- 282
Make/Model-	5
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS STATED THE ACFT VEERED APRX 30 DEGS DURING THE LANDING ROLL AND WAS HEADING TOWARD THE NORTH EDGE OF THE RWY WHEN FULL PWR WAS ADDED TO ABORT THE LANDING. THE ACFT TOOK OFF AND TRAVELED OVER A GRASS AND WHEAT FIELD, WHICH BORDERS THE RWY, WITH THE LANDING GEAR TOUCHING THE TOPS OF THE WHEAT. WITNESS CONTINUED TO REPORT, "THE PILOT THEN GAINED AN ESTIMATED 40 FEET OF ALTITUDE AGL BUT ALSO APPEARED TO BE, IN MY OPINION, CLOSE TO FULL STALL." THE ACFT CONTINUED TO FLY ALONG THE NORTH SIDE OF THE RWY FOR APRX 2500 FT BEFORE IT ENTERED A STEEP RIGHT BANK AND COLLIDED WITH THE GROUND RIGHT WING TIP FIRST. POST ACCIDENT EXAMINATION OF THE ACFT DISCLOSED A BROKEN MAIN AILERON BELLCRANK. METALLURGICAL EXAMINATION REVEALED THE BELLCRANK FAILURE RESULTED FROM A SUDDEN OVERLOAD. THE PLT HAD A TOTAL OF 5 HRS FLT TIME IN THIS MAKE AND MODEL ACFT.

Brief of Accident (Continued)

File No. - 290

5/23/85

WATKINS.CO

A/C Reg. No. N781VY

Time (Lc1) - 1217 MDT

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 IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 363 5/24/85 ENGLEWOOD, CO A/C Reg. No. N111SC Time (Lcl) - 1840 MDT

-----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 - CESSNA 340A	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ENGLEWOOD, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CONTENNIAL
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 34R
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8500/ 101
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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, CFI	Current - YES	Total - 850
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 64
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 84
		Multi-Eng - 123

Instrument Rating(s) - NONE

-----Narrative-----

ON MAY 24, 1985, A CESSNA 340, LANDED GEAR UP OFF THE RUNWAY AT CONTENNIAL ARPT, ENGLEWOOD, CO. THE SINGLE ENG ILS APCH AND 2 ENG MISSED APCH WAS PLANNED. THE INSTRUCTOR SIMULATED THE LOSS OF THE RIGHT ENG AT THE OUTER MARKER BY TURNING OFF THE FUEL SUPPLY. UPON GOING MISSED APCH THE ACFT WOULD NOT CLIMB OR ACCELERATE. A FORCED LANDING WAS MAKE. THE PROPELLERS INDICATED THE LEFT ENG WAS DEVELOPING HIGH POWER AND THE RIGHT ENGG WAS DEVELOPING LITTLE OR NO POWER. EVIDENCE SUGGESTS THE FLIGHT INSTRUCTOR INADVERTENTLY SHUT DOWN THE RIGHT ENG. THERE WERE NO INJURIES.

Brief of Accident (Continued)

File No. - 363

5/24/85

ENGLEWOOD, CO

A/C Reg. No. N111SC

Time (Lc1) - 1840 MDT

Occurrence #1 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)
3. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND(CFI)

-----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. - 219 6/01/85 ORDWAY,CO

A/C Reg. No. N4926Y

Time (Lc1) - 1058 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

Crew
Pass

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

Make/Model - PIPER PA-25-260-C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-G1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 310/008 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
ORDWAY,CO
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

FORCED LANDING

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 6530	Last 24 Hrs	- 15
Make/Model	- 4500	Last 30 Days	- UNK/NR
Instrument	- 22	Last 90 Days	- 315
Multi-Eng	- 530		

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE DEPARTED THE AIRPORT ON AN AERIAL APPLICATION OPERATION. IMMEDIATELY AFTER TAKEOFF THE PILOT RETARDED THE PROPELLER CONTROL TO CLIMB SETTING AND TURNED EAST. THE PILOT SAID HE WAS AWARE OF AND SAW POWER LINES AHEAD. HE SAID HE ADVANCED THE PROPELLER CONTROL TO CLIMB OVER THE WIRES BUT THE AIRPLANE BEGAN TO SETTLE AND COLLIDED WITH THE WIRES AND CRASHED. THE PILOT SAID HE SUSPECTED HE HAD ENCOUNTERED "SOME BAD AIR OR SOMETHING."

Brief of Accident (Continued)

File No. - 219

6/01/85

ORDWAY,CO

A/C Reg. No. N4926Y

Time (Lcl) - 1058 MDT

Occurrence #1. IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
3. OBJECT - WIRE, STATIC
4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

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

Finding(s)

6. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 366 6/08/85 LAFAYETTE,CO A/C Reg. No. N5764N Time (Lcl) - 1010 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - MOONEY M20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360 LB ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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 - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BROOMFIELD,CO
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

ALEXANDER DAWSON
Runway Ident - UNK/NR
Runway Lth/Wid - 2000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

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

Total	- 420	Last 24 Hrs	- UNK/NR
Make/Model-	43	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

ON JUNE 8, 1985, A MOONEY M20K, IMPACTED THE GROUND OFF THE RWY WHILE LANDING AT ALEXANDER DAWSON ARPT, LAFAYETTE, O. THE PLT SAID HE WAS ATTEMPTING TO MAKE A SHORT FIELD APCHTO THE PLT, THE APCH WAS HIGH AND FAST. THE ACFT LANDED, POR POISED, AND DEPARTED THE END OF THE RWY. THE PLT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 366

6/08/85

LAFAYETTE.CO

A/C Reg. No. N5764N

Time (Lcl) - 1010 MDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. PLANNED APPROACH - NOT ATTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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. - 365 6/15/85 ENGLEWOOD, CO A/C Reg. No. N3475D Time (Lcl) - 1555 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	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 - CESSNA 170B	Eng Make/Model - LYCOMING O-360 A1D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	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	ENGLEWOOD, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CONTENNIAL
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - 34L
Visibility - 50.0 - SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5140/ 77
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	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1470
SE LAND	Months Since - 16	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON JUNE 15, 1985, A CESSNA 170B GROUND LOOPED DURING A TOUCH AND GO LANDING AT CONTENNIAL ARPT, ENGLEWOOD, CO. THE PLT SAID A GUST OF WING CAUGHT HIM BY SURPRISE. THE ACFT DEPARTED THE RUNWAY AND FLIPPED OVER ON ITS BACK. THE PLT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 365

6/15/85

ENGLEWOOD, CO

A/C Reg. No. N3475D

Time (Lcl) - 1555 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 338 3/19/85 WATERBURY,CT A/C Reg. No. N49EZ Time (Lcl) - 1100 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Make/Model - MARR/ECKBURG LONG EZE
Landing Gear - N/A
Max Gross Wt - 1050
No. of Seats - 2

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

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- 350/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PLAINVILLE,CT
Destination
WATERBURY,CT

Airport Proximity
ON AIRPORT

Airport Data

WATERBURY/OXFORD
Runway Ident - 36
Runway Lth/Wid - 5000/ 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 - 34
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 95 Last 24 Hrs - 2
Make/Model- 42 Last 30 Days- 4
Instrument- 39 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO AN EMBANKMENT SHORT OF RWY 36 AFTER A LOSS OF PWR ON FINAL APPROACH. THE PLT SAID HE WAS OPERATING ON THE RT TANK WHEN THE ENG QUIT. HE IMMEDIATELY SWITCHED TO THE LEFT TANK AND ACTIVATED THE BOOST PUMP. THE PROP HAD STOPPED AND THE ACFT WAS NOT EQUIPPED WITH A STARTER. THE PLT LATER SAID HE NOTICED A RISE IN FUEL PRESSURE BUT DUE TO LACK OF ROTATION THE ENG DID NOT START. THE POST ACC EXAM REVEALED 8 GALS OF FUEL IN THE LEFT ENG AND NONE IN THE RIGHT.

Brief of Accident (Continued)

File No. - 338

3/19/85

WATERBURY,CT

A/C Reg. No. N49EZ

Time (Lc1) - 1100 EST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 279 1/14/85 ATLANTIC OCEAN, FL A/C Reg. No. N505CX Time (Lcl) - UNK/NR

-----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
UNK/NR

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

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

Make/Model - CESSNA 337
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4700
No. of Seats - 5

Eng Make/Model - CONTINENTAL TISO-360-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - UNK/NR
Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 30
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 600
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS REPORTED MISSING AND SEARCH & RESCUE CONTROL CENTER INITIATED A SEARCH ON 1-17-85. THE SEARCH WAS SUSPENDED ON 1-24-85. THE LAST REPORTED POSITION OF THE ACFT WAS 66 MILES NORTHEAST OF JACKSONVILLE, FL. THE ACFT IS STILL MISSING & THE DAMAGE INDEX IS PRESUMED TO BE DESTROYED. THE WHEREABOUTS OF THE OCCUPANTS ARE UNKNOWN & THEY ARE PRESUMED TO BE FATALLY UNJURED.

Brief of Accident (Continued)

File No. - 279

1/14/85

ATLANTIC OCEAN, FL

A/C Reg. No. N505CX

Time (Lcl) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 301 2/03/85 KEY LARGO, FL A/C Reg. No. N5103Y Time (Lcl) - 0400 EST

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING O-540-A1D5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	
Wind Dir/Speed- 170/001 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	Runway Status - WATER-CALM
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 5000
SE LAND,ME LAND,SE SEA	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 AIRCRAFT CRASHED INTO THE WATERS OF THE ATLANTIC OCEAN AND SANK NOSE FIRST INTO 15 FEET OF WATER. ON IMPACT THE 25 BALES OF MARIJUANA LOCATED IN THE CABIN OF THE AIRCRAFT SHIFTED FORWARD AND PINNED THE PILOT AND PASSENGER IN THE AIRCRAFT. NO USABLE FUEL WAS FOUND IN THE AIRCRAFT AND NO FUEL WAS REPORTED TO HAVE LEAKED FROM THE AIRCRAFT. THE DESTINATION OR ORIGIN OF THE FLIGHT COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 301

2/03/85

KEY LARGO, FL

A/C Reg. No. N5103Y

Time (Lc1) - 0400 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 3. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

Finding(s)

5. NACELLE/PYLON - WATER, GLASSY
-

-----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. - 299 2/10/85 ST.AUGUSTINE,FL A/C Reg. No. N92668 Time (Lcl) - 1300 EST

-----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 J3C-65	Eng Make/Model - CONTINENTAL A65-8	ELT Installed/Activated - YES/YES
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 - 65 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	ST. AUGUSTINE
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3872
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 120
		Instrument- 480
		Multi-Eng - 460
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A WIND DIRECTION INDICATOR SUPPORT POLE DURING A RECOVERY FROM A BOUNCED LANDING. THE CFI ON BOARD STATED HE TURNED HIS HEAD TO ADVISE THE STUDENT IN THE BACK SEAT TO KEEP THE LEFT WING DOWN BECAUSE OF THE X-WIND CONDITION WHEN HE NOTICED THE ACFT DRIFTING TO THE RIGHT TOWARD THE POLE.

Brief of Accident (Continued)

File No. - 299

2/10/85

ST.AUGUSTINE,FL

A/C Reg. No. N92668

Time (Lc1) - 1300 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

6. OBJECT - AIRPORT FACILITY

-----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. - 300 2/11/85 FT.LAUDERDALE,FL A/C Reg. No. N9207E Time (Lc1) - 1231 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - MAULE M-5-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-JA5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 160/015 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VERO BEACH,FL
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

FT. LAUDERDALE EXECUTIVE
Runway Ident - 08
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4930
Last 24 Hrs - 5
Make/Model- 112
Last 30 Days- UNK/NR
Instrument- 480
Last 90 Days- 180
Multi-Eng - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED WITH A X-WIND COMPONENT OF ABOUT 25 KTS FROM THE RIGHT. THE PLT AND WITNESSES STATED THE WIND LIFTED THE RIGHT WING OF OFF THE RWY. SIDE FORCES RESULTED IN THE LEFT MAIN LANDING GEAR COLLAPSING. MAXIMUM DEMONSTRATED TAKEOFF AND LANDING X-WIND COMPONENT FOR THIS ACFT IS 14 KTS.

Brief of Accident (Continued)

File No. - 300

2/11/85

FT. LAUDERDALE, FL

A/C Reg. No. N9207E

Time (Lc1) - 1231 EST

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

Finding(s)

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

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 362 2/14/85 EVERGLADES CITY, FL A/C Reg. No. N3163P Time (Lcl) - 1215 EST

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

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

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

Make/Model - PIPER PA-23	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NAPLES, FL	EVERGLADES
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 50
Lowest Sky/Clouds - CLEAR	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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1950
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 62
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 62
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED THE AIRPORT FOR A SHORT FLIGHT TO DROP OFF ONE PASSENGER. SHORTLY AFTER TAKEOFF WITNESSES STATED THAT THE ACFT STARTED A SHALLOW TURN TO THE LEFT IN A NOSE HIGH ATTITUDE. THE ACFT CONTINUED TO LOSE SPEED AND ROLLED RAPIDLY TO THE LEFT AT ABOUT 100 FT. IT THEN CONTACTED THE WATER IN CHOKOLOSKEE BAY. BOTH ENGINES EXHIBITED EVIDENCE OF HIGH RPM BEING DEVELOPED AT IMPACT.

Brief of Accident (Continued)

File No. - 362

2/14/85

EVERGLADES CITY, FL

A/C Reg. No. N3163P

Time (Lcl) - 1215 EST

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

Finding(s)

1. CONTROL INTERFERENCE - INITIATED - OTHER PERSON

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

Occurrence #3 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)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 215 2/17/85 WILLISTON, FL A/C Reg. No. N3891D Time (Lcl) - 1250 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 558	Last 24 Hrs - 3
Make/Model- 38	Last 30 Days- 10
Instrument- 50	Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF WITH THE FUEL SELECTOR ON "BOTH" AND AT 300 FEET AGL SWITCHED THE FUEL SELECTOR TO "LEFT". THE SELECTOR WAS STILL ON "LEFT" WHEN ENGINE LOST POWER AT THE BEGINNING OF THE BASE LEG. THE PLT TRIED TO REACH THE RWY BUT COLLIDED WITH EDGE OF LIMESTONE PIT ABOUT 1000 FT FROM THE APCH END OF RWY. INVESTIGATION DISCLOSED LEFT FUEL TANK WAS EMPTY AND THERE WERE APRX 4 GALS IN THE RIGHT TANK. EVIDENCE SUGGESTS THE ACFT CRASHED IN A VERY STEEP FLT PATH, SLIGHTLY NOSE HIGH ATTITUDE AND ALMOST NO FORWARD VELOCITY.

Brief of Accident (Continued)

File No. - 215

2/17/85

WILLISTON, FL

A/C Reg. No. N3891D

Time (Lc1) - 1250 EST

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

Finding(s)

1. FLUID - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. STALL/MUSH - PERFORMED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 302 2/23/85 HOLLYWOOD, FL A/C Reg. No. N83CR Time (Lcl) - 1200 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model	- AUTON - DUNHAM RUTAN LONG EZ	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1425	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

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

Weather Data

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

Wind Dir/Speed- 110/013 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOLLYWOOD, FL

Destination

HOLLYWOOD, FL

Airport Proximity
ON AIRPORT

Airport Data

NORTH PERRY

Runway Ident - 09

Runway Lth/Wid - 3000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 105

Make/Model- 2

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE FLT WAS SMOOTH UNTIL HE CROSSED OVER THE TREES AT THE END OF THE RWY & WAS HIT WITH A GUST OF WIND & HIT THE GROUND SHORT OF THE RWY CAUSING THE MAIN & NOSE LANDING GEAR TO SEPARATE. THE PLANE CONTINUED TO FLY ABOUT 75 YARDS BEFORE COMING TO A FULL STOP ABOUT 20 YARDS FROM THE FAR END OF THE RWY.

Brief of Accident (Continued)

File No. - 302

2/23/85

HOLLYWOOD, FL

A/C Reg. No. N83CR

Time (Lc1) - 1200 EST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
2. PROPER DESCENT RATE - IMPROPER - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 388 2/25/85 JACKSONVILLE,FL A/C Reg. No. N6803B Time (Lcl) - 1943 EST

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

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage					
Name of Carrier	-TAMPA AIRWAYS, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- CESSNA 210	Eng Make/Model	- CONTINENTAL IO-520-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	JACKSONVILLE,FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	ORLANDO,FL		JACKSONVILLE INT'L	
Wind Dir/Speed	- 360/008 KTS	ATC/Airspace		Runway Ident	- 25
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 8000/ 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		FULL STOP		
Precipitation	- NONE		FORCED LANDING		
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3000	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 1	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - C-210	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED & BURNED WHILE ATTEMPTING TO RETURN TO THE ARPT AFTER THE PILOT REPORTED A POWER LOSS SHORTLY AFTER TAKEOFF. A POST CRASH EXAM OF THE ENGINE DID NOT REVEAL ANY EVIDENCE TO SUGGEST ANY FAILURE OR MALFUNCTION PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 388

2/25/85

JACKSONVILLE, FL

A/C Reg. No. N6803B

Time (Lc1) - 1943 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. GEAR RETRACTION - NOT ATTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

4. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
6. MANEUVER - ATTEMPTED - PILOT IN COMMAND
7. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 384 2/21/85 LAWRENCEVILLE,GA A/C Reg. No. N1613P Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/009 KTS
Visibility - 11.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ATLANTA,GA
Destination
CUMMING,GA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GWINNETT CO.
Runway Ident - UNK/NR
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000
Make/Model- 9
Instrument- 257
Multi-Eng - 12
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

STUDENT PILOT BOUGHT ACFT PREVIOUS DAY, ASKED INSTRUCTOR TO FLY ACFT WITH HIM TO HOME AIRPORT. CFI DELAYED EN ROUTE TO PRACTICE TOUCH AND GO. ON GO AROUND ENGINE WOULD NOT PRODUCE FULL POWER AND ACFT WOULD NOT CLIMB. DURING SUBSEQUENT INTERVIEW PIC/CFI TOLD FAA INSPECTOR HE NOTED THAT FULL FLAPS WERE STILL EXTENDED AFTER THE ACFT LIFTED OFF. WHEN HE RAISED THE FLAPS ACFT SETTLED TO RUNWAY. ACFT WAS GROUND-LOOPEO TO AVOID RUNNING OFF RUNWAY END.

Brief of Accident (Continued)

File No. - 384

2/21/85

LAWRENCEVILLE, GA

A/C Reg. No. N1613P

Time (Lcl) - 1500 EST

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

Finding(s)

1. CARBURETOR HEAT - CONTINUED - PILOT IN COMMAND
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
 5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 6. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
 7. SUPERVISION - POOR - PILOT IN COMMAND
 8. STALL/MUSH - 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) 1,2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 382 2/28/85 SUCHES,GA

A/C Reg. No. N71877

Time (Lcl) - 1230 EST

-----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	1

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

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONT MOTOR 65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/010 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
BLAIRSVILLE,GA
Destination
ATLANTA,GA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
UNKNOWN

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND,SE SEA
HELICOPTER ,GLIDER

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2581	Last 24 Hrs	- UNK/NR
Make/Model-	133	Last 30 Days-	UNK/NR
Instrument-	115	Last 90 Days-	28
Multi-Eng -	116	Rotorcraft -	560

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF IN MOUNTAINOUS TERRAIN PILOT USED SHALLOW CLIMB ON COURSE. PILOT STATED HE FAILED TO CLIMB TO A SUITABLE ALTITUDE. WHEN FIRST RIDGE WAS CLEARED A DOWNDRAFT WAS ENCOUNTERED. PILOT MADE 180 DEGREE TURN BUT WAS UNABLE TO CLIMB ABOVE TERRAIN.

Brief of Accident (Continued)

File No. - 382

2/28/85

SUCHES,GA

A/C Reg. No. N71877

Time (Lcl) - 1230 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - TREE(S)
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - DOWNDRAFT
4. PROPER ALTITUDE - 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) 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. - 383 3/10/85 BUENA VISTA,GA A/C Reg. No. N3227L Time (Lcl) - 1650 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	COLUMBUS,GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BUENA VISTA,GA	MARION COUNTY
Wind Dir/Speed- 110/004 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 352
	Months Since - UNK/NR	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- 83
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT SLIPPED ON FINAL DUE TO BEING HIGH. LANDED HARD AND BOUNCED. ON SECOND TOUCHDOWN RUDDER WAS STILL APPLIED AND ACFT VEERED OFF RUNWAY COLLIDING WITH DITCH BANK.

Brief of Accident (Continued)

File No. - 383

3/10/85

BUENA VISTA, GA

A/C Reg. No. N3227L

Time (Lcl) - 1650 EST

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

Finding(s)
1. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. RUDDER - IMPROPER USE OF - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 203 3/14/85 ATLANTA,GA

A/C Reg. No. N76RF

Time (Lcl) - 1030 EST

-----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 Fatal Serious Minor None
NONE Pass 0 0 0 1
 0 0 0 1

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

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 320/020 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - 900 FT

Lowest Ceiling - 900 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

DEKALB-PEACHTREE

Runway Ident - 34

Runway Lth/Wid - 3966/ 150

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL DURING LDG WHEN THE ACFT ENCOUNTERED WIND GUSTS AND WAS BLOWN OFF THE RWY.

Brief of Accident (Continued)

File No. - 203

3/14/85

ATLANTA, GA

A/C Reg. No. N76RF

Time (Lc1) - 1030 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. WEATHER CONDITION - CROSSWIND

2. WEATHER CONDITION - GUSTS

3. DIRECTIONAL CONTROL - 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) 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. - 378 3/24/85 THOMASTON,GA A/C Reg. No. N1387B 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 -LANDING

Aircraft Damage
MINOR
Fire
NONE

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

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

Make/Model - KIRST ALLEN J DR-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VALDOSTA,GA
Destination
AMERICUS,GA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 900	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	50
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE AN EMERGENCY LDG IN A FLD AFTER TOTAL LOSS OF POWER DUE TO FUEL EXHAUSTION. THE PLT WAS ON A FLT FROM LAKELAND, FL. TO GRIFFIN, GA. WITH A PLANNED REFUELING STOP AT AMERICUS, GA. ACCORDING TO THE PLT HE WAS UNABLE TO LAND AT AMERICUS DUE TO GUSTING WIND. HE CONTINUED TOWARD GRIFFIN, GA. & RAN OUT OF FUEL ABOUT 20 MI SOUTH OF GRIFFIN, GA. THE DISTANCE BETWEEN AMERICUS, GA. & GRIFFIN, GA. IS ABOUT 80 MI. THERE WERE SEVERAL AIRPORTS ALONG THE ACFTS ROUTE OF FLT & THE PLT ELECTED NOT TO LAND AT THEM.

Brief of Accident (Continued)

File No. - 378

3/24/85

THOMASTON,GA

A/C Reg. No. N1387B

Time (Lcl) - 1730 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

-----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. - 275 1/09/85 PLATO CENTER, IL A/C Reg. No. N7513Q Time (Lc1) - 1645 CST

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

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

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

Make/Model	- CESSNA 310Q	Eng Make/Model	- CONTINENTAL IO-470-VO	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 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- 120/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 25000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point WHEELING, IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data OLSON</p> <p>Runway Ident - 06</p> <p>Runway Lth/Wid - 2000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6400</p> <p>Make/Model- 1200</p> <p>Instrument- 588</p> <p>Multi-Eng - 2610</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 0</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A NOSE GEAR COLLAPSE DURING LANDING. THE PLT STATED THAT WHILE ON FINAL APCH THE ACFT CONTACTED A 3-4 FT HIGH SNOWBANK NEAR THE END OF THE RWY WHICH RESULTED IN THE NOSE GEAR COLLAPSE. HE CONTINUED TO STATE THE SNOWBANK WAS DIFFICULT TO SEE BECAUSE OF THE OVERCAST AND DUSK LIGHT CONDITION.

Brief of Accident (Continued)

File No. - 275

1/09/85

PLATO CENTER, IL

A/C Reg. No. N7513Q

Time (Lc1) - 1645 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. LIGHT CONDITION - DUSK
3. WEATHER CONDITION - CLOUDS
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

6. 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) 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. - 375 2/09/85 PEORIA,IL

A/C Reg. No. N1894M

Time (Lcl) - 1312 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 337G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4630
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-G
Number Engines - 2
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- 130/014 KTS
Visibility - 12.0 SM

Lowest Sky/Clouds -
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MADISON,WI

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,ME LAND,SE SEA

Age - 56

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2941	Last 24 Hrs -	4
Make/Model-	1865	Last 30 Days-	UNK/NR
Instrument-	110	Last 90 Days-	40
Multi-Eng -	1865		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN AN OFF ARPT FORCED LNDG AFTER THE REAR ENG QUIT AT ABOUT 350 FT AGL. THE PLT STATED THAT HE COULD NOT FEATHER THE PROP ON THE REAR ENG WHICH HAD STOPPED. SINCE THE ACFT WOULD NOT CLIMB THE PLT ELECTED TO LAND OFF THE ARPT. THE POST ACC EXAM DISCLOSED INTERNAL FAILURE OF THE REAR ENG. #6 ROD HAD PENETRATED THE ENG CASING. THE PLTS STATEMENT EXPLAINED THAT THE PLT HAD A CHOICE OF COLLIDING WITH HOUSES, STALL/SPINNING, OR LANDING IN TREES. HE ELECTED TO TRY THE TREES.

Brief of Accident (Continued)

File No. - 375

2/09/85

PEORIA,IL

A/C Reg. No. N1894M

Time (Lcl) - 1312 CST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION
3. ENGINE ASSEMBLY,CRANKCASE - PENETRATED
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DISABLED
6. PROPELLER FEATHERING - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 347 2/17/85 MT. VERNON, IL A/C Reg. No. N101MW Time (Lcl) - 1500 CST

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

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

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

Make/Model - RUTAN VARIEZE	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1400	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- 210/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 20000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MT VERNON</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 3149/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 23</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 680</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 42</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 7</td> </tr> </table>	Total - 680	Last 24 Hrs - UNK/NR	Make/Model- 42	Last 30 Days- UNK/NR	Instrument- 2	Last 90 Days- 7
Total - 680	Last 24 Hrs - UNK/NR							
Make/Model- 42	Last 30 Days- UNK/NR							
Instrument- 2	Last 90 Days- 7							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LNDG GEAR COLLAPSED AFTER SEVERAL LNDGS. THE PLT WAS PRACTICING TOUCH & GO LNDGS AND COMPLETED 5 CIRCUITS. DURING THE 6TH LNDG THE MAIN GEAR COLLAPSED AT TOUCHDOWN. THE NOSE GEAR THEN COLLAPSED THIS MODEL VARIEZE WAS EQUIPPED WITH A LNDG GEAR THAT WAS FOUND TO BE TOO WEAK. LATER VERSIONS HAD AN IMPROVED SYSTEM WHICH WAS STRONGER. NO PROVISION TO MAKE THE CHANGE MADATORY HAD BEEN MADE.

Brief of Accident (Continued)

File No. - 347

2/17/85

MT. VERNON, IL

A/C Reg. No. N101MW

Time (Lc1) - 1500 CST

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

Finding(s)

1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - FATIGUE
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), AIRFRAME - MANUFACTURER
3. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - FAILURE, TOTAL
4. INSUFFICIENT STANDARDS/REQUIREMENTS, MANUFACTURER - MANUFACTURER

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 277 2/28/85 WAYNE CITY, IL A/C Reg. No. N68183 Time (Lcl) - 2115 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
1

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 300/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
KINGSPORT, TN
Destination
MT. VERNON, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 301
Make/Model- 41
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE ON A NIGHT X-COUNTRY FLT THE ACFT EXPERIENCED FUEL EXHAUSTION. AN EMERGENCY LNDG WAS ATTEMPTED TO A ROAD. THE ACFT STRUCK A POWER POLE THAT WAS NOT VISIBLE IN THE DARKNESS AND THEN HUNG UP IN THE WIRES. THE ACFT WAS DESTROYED WHEN IT WAS DISLODGED FROM THE WIRES AND IT FELL TO THE GROUND.

Brief of Accident (Continued)

File No. - 277

2/28/85

WAYNE CITY, IL

A/C Reg. No. N68183

Time (Lc1) - 2115 CST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. OBJECT - UTILITY POLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 345 3/04/85 LACON,IL A/C Reg. No. N3012L Time (Lcl) - 1832 CST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K165	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ALTON,IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARSHALL COUNTY
Wind Dir/Speed- 250/022 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 50
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 5500 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
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 - UNK/NR	Total - 8808
SE LAND	Months Since - UNK/NR	Make/Model- 7424
	Aircraft Type - UNK/NR	Instrument- 1334
		Multi-Eng - 35
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 723

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APCH MODERATE TURBULENCE WAS EXPERIENCED. A 200 TO 300 FOOT VERTICLE LOSS OF ALT OCCURRED. THE PLT ADDED PWR AND INCREASED THE PITCH ATTITUDE. BEFORE ALT COULD BE REGAINED THE ACFT CONTACTED A UTILITY POLE. THE APCH WAS BEING MADE TO RWY 18. THE NEAREST WX REPORTING STATION, 25 MILES AWAY, REPORTED WINDS FROM 250 DEGREES AT 22 KTS GUSTING TO 36 KTS.

Brief of Accident (Continued)

File No. - 345

3/04/85

LACON, IL

A/C Reg. No. N3012L

Time (Lc1) - 1832 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - UTILITY POLE

-----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. - 391 3/07/85 CHAMPAIGN, IL A/C Reg. No. N4332Q Time (Lc1) - 1940 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 200/009 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2200 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DANVILLE, IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHAMPAIGN URBANA
Runway Ident - 13
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

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

Total	-	1631	Last 24 Hrs	-	1
Make/Model	-	620	Last 30 Days	-	UNK/NR
Instrument	-	258	Last 90 Days	-	34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PRACTICE ASR APCH USING A VISION RESTRICTING DEVICE THE PLT IN COMMAND EXCEEDED THE MDA AND CRASHED IN A FIELD APRX 1 MILE FROM THE AIRPORT. RECOMMENDED ALTITUDES WERE BEING ISSUED BY ATC. THE SAFETY PLT ISSUED A WARNING CONCERNING THE LOW ALT AS THE ACFT CONTACTED THE TERRAIN. AT THE ACCIDENT, THE ALTIMETER INDICATED TERRAIN ELEVATION. IT WAS ALSO BENCH TESTED AND NO DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 391

3/07/85

CHAMPAIGN, IL

A/C Reg. No. N4332Q

Time (Lc1) - 1940 CST

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. VISUAL LOOKOUT - MISJUDGED - COPILOT
 3. IMPROPER USE OF PROCEDURE, INATTENTIVE - COPILOT
 4. LIGHT CONDITION - DARK NIGHT
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 6. MINIMUM DESCENT ALTITUDE - EXCEEDED - PILOT IN COMMAND
 7. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
 8. COMMUNICATIONS/INFORMATION/ATC - ISSUED - ATC PSNL(LCL/GND/CLNC)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 352 3/17/85 SAUK VILLAGE, IL A/C Reg. No. N94032 Time (Lcl) - 2215 CST

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

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

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

Make/Model - CESSNA T210L	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 - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	INDIANAPOLIS, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	LANSING
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 15377
SE LAND	Months Since - 6	Last 24 Hrs - 46
	Aircraft Type - UNK/NR	Make/Model- 1637
		Instrument- 1377
		Last 30 Days- UNK/NR
		Last 90 Days- 2301
		Multi-Eng - 908

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT PREFLIGHT THE FUEL QUANTITY WAS VISUALLY CHECKED AND THE PLT ESTIMATED EACH TANK CONTAINED 35 GALS. THE LEFT FUEL GAUGE INDICATED 220 POUNDS AND THE RIGHT GAUGE WAS INOP. AFTER APRX 1 HOUR 50 MINUTES OF FLT TIME A TOTAL LOSS OF POWER OCCURRED. A FORCED LANDING WAS MADE ON A HIGHWAY DURING WHICH THE ACFT CONTACTED A GAURD RAIL AND A DITCH. INVESTIGATION REVEALED THE LEFT FUEL TANK WAS EMPTY AND THE RIGHT FUEL TANK CONTAINED VERY LITTLE FUEL. THE PORTION OF THE FLT WHEN THE ENGINE QUIT WAS BEING MADE ON THE LEFT FUEL TANK.

Brief of Accident (Continued)

File No. - 352

3/17/85

SAUK VILLAGE, IL

A/C Reg. No. N94032

Time (Lc1) - 2215 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
4. REFUELING - DISREGARDED - PILOT IN COMMAND
5. FLUID, FUEL - INADEQUATE

Occurrence #2
Phase of Operation

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

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

Finding(s)

6. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 355 4/13/85 CHICAGO, IL A/C Reg. No. N2299T Time (Lcl) - 1306 CST

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

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

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

Make/Model - CESSNA R182	Eng Make/Model - LYCOMING IO-540 SER	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHICAGO-MIDWAY
Wind Dir/Speed- 180/018 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5390/ 150
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling -	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 111
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 46
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN THE LANDING FLARE, THE ACFT APPARENTLY TOUCHED DOWN ON THE NOSE GEAR & BEGAN TO PORPOISE. DURING THE SUBSEQUENT BOUNCES, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER AS IT DEPARTED THE SIDE OF THE RWY. THE PLT STATED THAT HE FELT THAT A GUST OF WIND HAD CAUGHT THE ACFT FROM THE REAR & CAUSED THE ACCIDENT.

Brief of Accident (Continued)

File No. - 355

4/13/85

CHICAGO,IL

A/C Reg. No. N2299T

Time (Lcl) - 1306 CST

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

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 356 4/28/85 JACKSONVILLE, IL A/C Reg. No. N7702V Time (Lc1) - 1700 CDT

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

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

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

Make/Model	- CESSNA 177RG	Eng Make/Model	- LYCOMING IO360-A1B6D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/009 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">GO AROUND</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">JACKSONVILLE</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 74</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 4</p> <p style="padding-left: 20px;">Aircraft Type - 177RG</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 211</p> <p style="padding-left: 40px;">Make/Model- 105</p> <p style="padding-left: 40px;">Instrument- 17</p> <p style="padding-left: 20px;">Last 24 Hrs - 2</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 13</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING 14 LANDINGS THE PILOT ELECTED TO FULL STOP. HE ATTEMPTED A GO AROUND AFTER TOUCHDOWN & AFTER ROLLING DOWN PART OF THE RWY. THE ACFT RAN OFF THE END OF THE RWY INTO A PLOWED FIELD.

Brief of Accident (Continued)

File No. - 356

4/28/85

JACKSONVILLE,IL

A/C Reg. No. N7702V

Time (Lc1) - 1700 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
3. ROTATION - EXCESSIVE - 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) 1,3

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. - 360 5/18/85 DURAND,IL A/C Reg. No. N50125 Time (Lcl) - 2100 CDT

-----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 - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - NO -N/A
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	DODGEVILLE,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROCKFORD,IL	
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 196
SE LAND	Months Since - 12	Make/Model- 170
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A NIGHT FLIGHT THE ACFT EXPERIENCED A COMPLETE LOSS OF ENGINE POWER. AN EMERGENCY LANDING WAS MADE TO A ROAD. DURING THE LANDING THE RIGHT WING OF THE ACFT STRUCKA STREET SIGN & POWER POLE. THE PLT STATED TO THE AUTHORITIES THAT THE ACFT HAD EXPERIENCED FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 360

5/18/85

DURAND,IL

A/C Reg. No. N50125

Time (Lcl) - 2100 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 5. PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. OBJECT - TREE(S)
 8. WING - SEPARATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 276 1/16/85 LAFAYETTE, IN A/C Reg. No. N4098S Time (Lcl) - 2335 EST

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

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage						
Name of Carrier	-EAGLE AVIATION 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	1	
Accident Occurred During	-LANDING							

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

Make/Model	- BEECHCRAFT BE-58	Eng Make/Model	- CONTINENTAL IO-520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	SOUTH BEND, IN			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	INDIANAPOLIS, IN		PURDUE UNIVERSITY	
Wind Dir/Speed	- 170/010 KTS	ATC/Airspace		Runway Ident	- 10
Visibility	- 3.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6600/ 150
Lowest Sky/Clouds	-	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 800 FT OVERCAST	Type Apch/Lndg	- ILS-LOCALIZER	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 18453	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 1	Make/Model - 315	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 160	Last 90 Days - 120
		Multi-Eng - 370	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DIVERTED DUE TO ICING/UNFAVORABLE WX AT DEST. PLT STATED THE WINDSHIELD ICED OVER DURING THE APCH AT PURDUE UNIVERSITY ARPT (THE ALTERNATE) AND HE FLARED HIGH RESULTING IN A HARD LANDING.

Brief of Accident (Continued)

File No. - 276

1/16/85

LAFAYETTE, IN

A/C Reg. No. N4098S

Time (Lc1) - 2335 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - ICING CONDITIONS
3. VISUAL LOOKOUT - REDUCED -
4. 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) 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. - 223 1/22/85 LAKE VILLAGE, IN A/C Reg. No. N12SG Time (Lcl) - 1130 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 -LANDING

Fire Crew
NONE Pass

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

Make/Model - SAABYE CASSUTT SPORT RACER
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 730
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRIFFITH, IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAKE VILLAGE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 7233
Make/Model- 7
Instrument- 331
Multi-Eng - 64
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER AFTER COLLIDING WITH A SNOW BANK DURING LANDING. A SNOW COVERED DRIVEWAY, WHICH PARALLELS THE RWY WAS USED FOR LANDING. THE DRIVEWAY MEASURES 2600'X 25' AND THE LANDING WAS MADE TO THE NORTH. THE ACFT WAS BLOWN TO THE RIGHT DURING THE LANDING ROLL AND THE RIGHT MAIN LANDING GEAR CONTACTED A SNOW BANK.

Brief of Accident (Continued)

File No. - 223

1/22/85

LAKE VILLAGE, IN

A/C Reg. No. N12SG

Time (Lc1) - 1130 CST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
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 - 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) 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. - 224 1/24/85 INDIANAPOLIS, IN A/C Reg. No. N8555R Time (Lcl) - 0200 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MID AMERICA AIRWAYS, INC.	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	-LANDING			0	0	0	0

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

Make/Model	- BEECHCRAFT BE-58	Eng Make/Model	- CONTINENTAL IO-520-C	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	CHICAGO, IL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		INDIANAPOLIS INT'L	
Wind Dir/Speed	- 230/009 KTS	ATC/Airspace		Runway Ident	- 22
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 10000/ 150
Lowest Sky/Clouds	- 3700 FT SCATTERED	Type of Clearance	- VFR	Runway Surface	- CONCRETE
Lowest Ceiling	- 11000 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE	FULL STOP			
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 3198	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 2	Make/Model - 583	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 494	Last 90 Days - 399
		Multi-Eng - 1134	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THE LANDING GEAR WAS LOWERED ON FINAL APCH AT AN AIRSPEED OF 148 KTS AND A GEAR DOWN & LOCKED INDICATION WAS RECEIVED. PLT CONTINUED TO STATE THE ACFT SETTLED CLOSER TO THE RWY THEN USUAL DURING THE LANDING FLARE AND WHEN THE ACFT WAS NEARING A COMPLETE STOP, A GEAR UNSAFE WARNING LIGHT ILLUMINATED. THE ACFT CONTACTED THE RWY WITH THE LANDING GEAR IN THE RETRACTED POSITION. (GEAR DOORS WERE NOT DAMAGED.) POST ACCIDENT EXAMINATION FAILED TO DISCLOSE ANY DISCREPANCIES IN THE LANDING GEAR SYSTEM AND THE GEAR OPERATED NORMALLY DURING EXTENSION/RETRACTION TESTS.

Brief of Accident (Continued)

File No. - 224

1/24/85

INDIANAPOLIS, IN

A/C Reg. No. N8555R

Time (Lcl) - 0200 EST

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

Finding(s)

1. LANDING GEAR - UNDETERMINED
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 314 2/18/85 HUNTINGBURG, IN A/C Reg. No. N511R Time (Lc1) - 1000 EST

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

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

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

Make/Model - BRANTLY B-2	Eng Make/Model - LYCOMING VO-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 195 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	HUNTINGBURG MUNI
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3300 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT	FORCED LANDING	

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 20003
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 18	Make/Model- 250
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 3550
		Multi-Eng - 12500
		Last 24 Hrs - 45
		Last 30 Days- UNK/NR
		Last 90 Days- 176
		Rotorcraft - 1500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT EXPERIENCED A PARTIAL POWER LOSS AND MADE A HARD AUTOROTATIVE LNDG DURING A TRAINING FLT. INVESTIGATION OF THE ENG REVEALED MISTIMING OF THE LEFT MAG. THE ENG DURING TESTS ALSO RAN HOT UNTIL THE ADDITION OF A COOLING SHROUD. THE OTHER SIGNIFICANT FINDING IN THE ENG WAS THE OUT OF PROPER CLEARANCE SETTING OF THE #1 INTAKE VALVE. THE CYLINDERS HAD LESS THAN 2 HRS RUNNING TIME SINCE INSTALLATION SO THEY WERE NOT YET"SEATED IN". THE PISTON PINS AND CAPS WERE WORN AND APPARENTLY NOT REPLACED DURING THE NEW CYLINDER INSTALATION.

;

Brief of Accident (Continued)

File No. - 314

2/18/85

HUNTINGBURG, IN

A/C Reg. No. N511R

Time (Lc1) - 1000 EST

Occurrence #1

Phase of Operation HOVER

Finding(s)

1. EXHAUST SYSTEM, MANIFOLD - FAILURE, PARTIAL
2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. AUTOROTATION - MISJUDGED - PILOT IN COMMAND (CFI)

Occurrence #2

FORCED LANDING

Phase of Operation

DESCENT - UNCONTROLLED

Occurrence #3

HARD LANDING

Phase of Operation

HOVER

-----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. - 389 2/26/85 FRANKTON, IN A/C Reg. No. N5394M Time (Lcl) - 1649 EST

-----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	1
			0	0	0	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANDERSON, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SETUP FOR A PRACTICE STALL THE SOLO STUDENT PILOT RETARDED THE THROTTLE, RAISED THE NOSE SLIGHTLY AND APPLIED CARB HEAT. HE BELIEVED HE WAS LOSING AIRSPEED TOO QUICKLY SO HE THEN REAPPLIED FULL POWER. AT THIS POINT THE ENGINE RPMS DROPPED TO 5 OR 500. WHILE SETTING UP FOR A FORCED LANDING THE PILOT PUMPED THE THROTTLE, CHANGED THE MIXTURE, CHECKED THE FUEL SELECTOR, AND REMOVED THE CARB HEAT BUT THE ENGINE WOULD NOT RECOVER. THE AIRCRAFT NOSED OVER ONTO ITS BACK DURING THE FORCED LANDING. THE POST-ACCIDENT INVESTIGATION REVEALED THAT THE ENGINE OPERATED NORMALLY, ALONG WITH THE MAGNETOS AND THE CARBURETOR HEAT.

Brief of Accident (Continued)

File No. - 389

2/26/85

FRANKTON, IN

A/C Reg. No. N5394M

Time (Lc1) - 1649 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - INITIATED - PILOT IN COMMAND
3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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. - 211 3/03/85 ANGOLA, IN A/C Reg. No. N6173U Time (Lcl) - 2230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 090/016 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MARSHALL, MI
Destination
KOKOMO, IN

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TRI-STATE STUBEN COUNTY
Runway Ident - 05
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 - 51
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1236 Last 24 Hrs - 3
Make/Model- 14 Last 30 Days- UNK/NR
Instrument- 96 Last 90 Days- 72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE ACFT BEGAN TO HAVE DIFFICULTY HOLDING ALT SHORTLY AFTER LEVEL-OFF AT 6000 FT MSL. HE STATED THAT IT SOUNDED LIKE THE ENG WAS FLOODING. HE BEGAN A FORCED DESCENT TO THE NEAREST SUITABLE AIRFIELD AND CROSSED OVER THE NDB FOR THAT FIELD AT 3000 FT MSL. DURING A TURN BACK TO THE RWY, THE WINGS AND WINDSCREEN BEGAN TO ICE UP. AT THIS POINT HE BEGAN TO LOSE ALT MORE RAPIDLY. AT ABOUT 20 FT ABOVE THE GROUND, AT 65 KIAS, THE LEFT WING DROPPED AND THE ACFT SETTLED TO THE GROUND SHORT OF THE RWY. THE PLT STATED THAT THE HEAVY SNOW HE HAD BEEN FLYING THROUGH MAY HAVE BLOCKED THE ENG INTAKE AIR FILTER, CAUSING THE ENG PWR LOSS.

Brief of Accident (Continued)

File No. - 211

3/03/85

ANGOLA,IN

A/C Reg. No. N6173U

Time (Lc1) - 2230 EST

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

Finding(s)

1. WEATHER CONDITION - SNOW
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. INDUCTION AIR CONTROL - BLOCKED(PARTIAL)
 4. WEATHER EVALUATION - MISJUDGED - 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)

5. WEATHER CONDITION - ICING CONDITIONS
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 297 3/25/85 ZIONSVILLE, IN A/C Reg. No. N7629K Time (Lcl) - 1830 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	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-20-125
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 - 125 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
INDIANAPOLIS, IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

INDIANAPOLIS TERRY
Runway Ident - 18
Runway Lth/Wid - 5160/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 26

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 411	Last 24 Hrs	- 1
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	63	Last 90 Days-	8
Multi-Eng	- 14		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHE FLARED SLIGHTLY HIGH UPON LANDING, CAUSING THE ACFT TO BOUNCE. ONCE THE ACFT WAS ON THE GROUND AGAIN IT BEGAN TO DRIFT TO THE LEFT SIDE OF THE RWY. TO CORRECT FOR THIS DRIFT, THE PLT APPLIED RIGHT RUDDER, HOWEVER, SHE OVERCORRECTED CAUSING A GROUND LOOP TO THE RIGHT. STRUCTURAL DAMAGE TO THE ACFT SUSTAINED DURING THE GROUND LOOP INCLUDED A BENT FRONT AND REAR SPAR ON THE LEFT WING AND A BOWED RIGHT RAER LONGERON.

Brief of Accident (Continued)

File No. - 297

3/25/85

ZIONSVILLE, IN

A/C Reg. No. N7629K

Time (Lc1) - 1830 EST

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 350 3/29/85 RICHMOND, IN A/C Reg. No. N48241 Time (Lcl) - 1140 EST

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235 SERIES	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1760	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	RICHMOND
Wind Dir/Speed	- 030/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 32
Lowest Sky/Clouds	- 7500 FT SCATTERED	Type of Clearance	- 5011/ 150
Lowest Ceiling	- 2000 FT OVERCAST	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAWN		

-----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	Total	- 36
	Months Since	Make/Model	- 36
	Aircraft Type	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO TRAINING FLT THE STUDENT PLT ALLOWED THE ACFT TO BOUNCE DURING TOUCHDOWN. THE ACFT THEN BECAME AIRBORNE & STALLED WHILE SEVERAL FEET ABOVE THE RWY. DURING THE ENSUING HARD LANDING THE NOSE GEAR STRUT COLLAPSED & THE ACFT VEERED TO THE LEFT SIDE OF THE RWY. IT NOSED OVER BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 350

3/29/85

RICHMOND, IN

A/C Reg. No. N48241

Time (Lc1) - 1140 EST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
 3. STALL - PERFORMED - PILOT IN COMMAND
 4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 358 4/28/85 INDIANAPOLIS,IN A/C Reg. No. N260JH Time (Lcl) - 1755 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - PITTS AEROBATICS PITTS S2B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 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- 360/009 KTS
Visibility - 10.0 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
SAME AS ACC/INC

Airport Proximity
ON AIRSTRIP

Airport Data

INDIANAPOLIS TERRY
Runway Ident - 36
Runway Lth/Wid - 5200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - S-2B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2385
Make/Model- 195
Instrument- 20
Multi-Eng - 675
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT PERFORMED 4 AILERON ROLLS DURING WHICH SOME ALT WAS LOST WITH EACH ROLL. DURING THE FINAL ROLL A WING MADE GROUND CONTACT AND FOLDED AS THE ACFT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 358

4/28/85

INDIANAPOLIS, IN

A/C Reg. No. N260JH

Time (Lc1) - 1755 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. BUZZING - PERFORMED - PILOT IN COMMAND
 5. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
 6. 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)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 332 5/18/85 MICHIGAN CITY, IN A/C Reg. No. N44345 Time (Lcl) - 1900 EST

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

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

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

Make/Model - TAYLORCRAFT BC-12D	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO	-N/A
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 - 65 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - YES	Total - 600
SE LAND	Months Since - 8	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE ACFT EXPERIENCED A TOTAL LOSS OF POWER & MADE AN EMERG LANDING INTO A CORN FIELD. INVESTIGATION DISCLOSED THAT THERE WAS NO GAS IN THE CARBURETOR. THE PLT STATED THAT THERE WAS ABOUT 10 GALS IN THE ACFT PRIOR TO TAKEOFF. NO FUEL WAS FOUND AT THE ACCIDENT, HOWEVER THE FUEL TANK HAD BEEN RUPTURED. WHEN THE FUEL TANK CAP VENT WAS INSPECTED IT WAS FOUND TO BE CLOGGED WITH MUD. THE CAP FITTED LOOSELY & IT COULD NOT BE DETERMINED HOW MUCH VENTING COULD HAVE TAKEN PLACE AROUND THE FUEL CAP GASKET.

Brief of Accident (Continued)

File No. - 332

5/18/85

MICHIGAN CITY,IN

A/C Reg. No. N44345

Time (Lcl) - 1900 EST

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

Finding(s)

1. FUEL SYSTEM - STARVATION
2. FUEL SYSTEM,VENT - BLOCKED(TOTAL)
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 330 5/21/85 VALPARAISO, IN A/C Reg. No. N8521N Time (Lcl) - 1930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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- 030/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAFAYETTE, IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PORTER COUNTY
Runway Ident - 09
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 34
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 - 674 Last 24 Hrs - 4
Make/Model- 342 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 302

Instrument Rating(s) - NONE

-----Narrative-----

ACFT CONTACTED A DITCH FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING LANDING ROLL. PLT REPORTED, "MORE EXPERIENCE IN HANDLING CROSSWINDS" COULD HAVE PREVENTED THE ACCIDENT.

Brief of Accident (Continued)

File No. - 330

5/21/85

VALPARAISO, IN

A/C Reg. No. N8521N

Time (Lc1) - 1930 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DISPATCH PROCEDURES - POOR - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. 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)

7. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 311 1/09/85 KANSAS CITY,KS A/C Reg. No. N357Q Time (Lcl) - 0701 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-TPI INTERNATIONAL AIRWAYS	DESTROYED	Fatal	3	0	0	0
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	3	0	0	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- LOCKHEED 188A	Eng Make/Model	- ALLISON D-501-D13	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- NO
Max Gross Wt	- 118000	Engine Type	- TURBOPROP		
No. of Seats	- UNK/NR	Rated Power	- 3750 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	DETROIT,MI
Completeness	- N/A	Destination
Basic Weather	- VMC	KANSAS CITY,MO
Wind Dir/Speed	- 080/010 KTS	ATC/Airspace
Visibility	- 5.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 1000 FT	- IFR
Lowest Ceiling	- 1000 FT OVERCAST	Type of Clearance
Obstructions to Vision	- FOG	- IFR
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAWN	- VOR/DME

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

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	- UNK/NR	Total
ME LAND,SE SEA	Months Since	- UNK/NR	- 14500
	Aircraft Type	- UNK/NR	Make/Model
			- 5000
			Instrument
			- 1450
			Multi-Eng
			- 12000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL TO THE KANSAS CITY DOWNTOWN ARPT, THE FLT WAS VECTORED FOR A VOR RWY 3 APCH, THEN WAS CLEARED FOR THE APCH & TO CIRCLE & LAND ON RWY 36. ON FINAL APCH, THE ACFT WAS HI & WAS NOT IN A POSITION TO LAND, SO THE FLT WAS CLEARED TO CIRCLE LEFT FOR ANOTHER APCH TO LAND. THE AIRCREW ACKNOWLEDGED & BEGAN CIRCLING LEFT WHICH TOOK THEM IN THE VICINITY OF THE FAIRFAX ARPT. A SHORT TIME LATER, THE ATC CONTROLLER CAUTIONED THAT THE FLT MIGHT BE LINING UP FOR THE FAIRFAX ARPT. SUBSEQUENTLY, THE CREW INITIATED A MISSED APCH & WERE INSTRUCTED TO TURN TO 360 DEG & CLIMB TO 3000 FT. THE ACFT BEGAN A STEEP CLIMB TO 3100 FT, STALLED & ENTERED A STEEP DESCENT. BEFORE THE DESCENT WAS ARRESTED, THE ACFT IMPACTED IN A PUBLIC WATER TREATMENT PLANT. CVR RECORDINGS INDICATED THAT THE 1ST OFFICER WAS FLYING THE ACFT DURING THE EN ROUTE DESCENT, VOR APCH & CIRCLING APCH, THEN THE CAPTAIN TOOK CONTROL DURING THE MISSED APCH. AN EXAM OF THE WRECK-AGE REVEALED NO EVIDENCE OF AN AIRFRAME OR POWERPLANT PROBLEM. ALSO, THERE WAS NO EVIDENCE THAT THE CARGO HAD SHIFTED.

Brief of Accident (Continued)

File No. - 311

1/09/85

KANSAS CITY,KS

A/C Reg. No. N357Q

Time (Lcl) - 0701 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DAWN
4. IFR PROCEDURE - IMPROPER - COPILOT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND
6. MANEUVER - PERFORMED - COPILOT
7. BECAME LOST/DISORIENTED - INADVERTENT - COPILOT
8. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
9. MISSED APPROACH - INITIATED -
10. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
11. STALL - INADVERTENT - PILOT IN COMMAND
12. REMEDIAL ACTION - DELAYED -

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) 10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 249 4/08/85 HERINGTON,KS A/C Reg. No. N757QK Time (Lcl) - 1600 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
SALINA,KS

Airport Proximity
ON AIRSTRIP

Airport Data

ATC/Airspace

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

Runway Ident - 35
Runway Lth/Wid - 1900/ 20
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 175
Make/Model- 52
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

ACFT TOOKOFF FROM A 1900 FT LONG, SOD, FARM STRIP. PLT SAID ACFT BECAME AIRBORNE AT MID-FIELD BUT FELT MUSHY AND WOULD NOT CLIMB. ACFT COLLIDED WITH FENCE AND BUSH AT END OF STRIP AND SUSTAINED SUBSTANTIAL DAMAGE. ACFT REMAINED AIRBORNE AND CONTINUED TO DESTINATION.

Brief of Accident (Continued)

File No. - 249

4/08/85

HERINGTON,KS

A/C Reg. No. N757QK

Time (Lc1) - 1600 CST

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

Finding(s)

1. OBJECT - FENCE
2. OBJECT - TREE(S)
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 247 4/28/85 KINGMAN,KS A/C Reg. No. N79011 Time (Lcl) - 1300 CDT

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

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

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

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3960/ 50
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 900 FT OVERCAST	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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 39
		Instrument- 0
		Last 30 Days- 0
		Last 90 Days- 69

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING ATTEMPT, THE ACFT WAS HIGH AND FAST AND SUBSEQUENTLY TOUCHED DOWN LONG. THE PLT ATTEMPTED A GO AROUND WITH 40 DEGREES OF FLAPS. THE ACFT STALLED AND CONTACTED THE TERRAIN ONE FOURTH MILE PAST THE END OF THE RWY, RIGHT WING FIRST.

Brief of Accident (Continued)

File No. - 247

4/28/85

KINGMAN,KS

A/C Reg. No. N79011

Time (Lcl) - 1300 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - PERFORMED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 214 5/19/85 HARPER,KS A/C Reg. No. N8788A Time (Lcl) - 2040 CDT

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

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

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

Make/Model - BEECH B35	Eng Make/Model - CONTINENTAL E185-11	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 205 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- 180/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</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;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">HARPER MUNI</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 3200/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 12</p> <p style="padding-left: 20px;">Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 224</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 99</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 4</td> </tr> </table>	Total - 224	Last 24 Hrs - 0	Make/Model- 99	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 4
Total - 224	Last 24 Hrs - 0							
Make/Model- 99	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 4							

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED RT WING DROPPED WHEN ACFT WAS 4 TO 5 FT AGL AFTER LIFTOFF. WHEN PLT CORRECTED FOR LOW RIGHT WING, THE ACFT OVER-CORRECTED TO THE LEFT. ACFT WAS THEN COMPLETELY UNCONTROLLABLE AND IT VEERED LEFT OFF THE RUNWAY HEADING AND MUSHED TO THE GROUND. AFTER GROUND IMPACT THE ACFT COLLIDED WITH A BLDG & A FORKLIFT. ACFT IS EQUIPPED WITH A STALL WARNING LIGHT BUT NO HORN.

Brief of Accident (Continued)

File No. - 214

5/19/85

HARPER,KS

A/C Reg. No. N8788A

Time (Lc1) - 2040 CDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 281 6/01/85 CONCOR KS A/C Reg. No. N627WB Time (Lcl) - 0010 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	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	0
Accident Occurred During - LANDING						

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

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GREAT BEND,KS	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BLOSSER MUNICIPAL
Wind Dir/Speed- 140/007 KTS		Runway Ident - 35
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 107
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 22
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS MAKING A NIGHT FLT. HE RECEIVED WIND INFORMATION FROM AN ARPT 48 MILES FROM THE DESTINATION BUT USED AN INDICATION FROM LIGHTED WIND INDICATOR. PLT MADE A GO AROUND BECAUSE THE GROUND SPEED WAS FAST. DURING THE NEXT ATTEMPT, HE LANDED, RAN OFF THE END OF THE RWY AND CONTACTED A SMALL DIRT BANK.

Brief of Accident (Continued)

File No. - 281

6/01/85

CONCORDIA,KS

A/C Reg. No. N627WB

Time (Lc1) - 0010 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 308 6/15/85 PRATT,KS A/C Reg. No. N6723C Time (Lcl) - 1055 CDT

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

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

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	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
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WICHITA,KS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PRATT,KS	PRATT MUNICIPAL
Wind Dir/Speed- 020/007 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 33
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 33
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT WAS ON HIS SECOND CROSS-COUNTRY FLIGHT TO THIS AIRPORT. HE STATED THAT AFTER TOUCHDOWN, HE REACHED TO RAISE THE FLAPS AND THE AIRPLANE STARTED TO DRIFT. HE OVERCORRECTED AND WENT OFF LEFT SIDE OF THE RUNWAY AND NOSED OVER WHEN HE WENT THROUGH A WASH.

Brief of Accident (Continued)

File No. - 308

6/15/85

PRATT,KS

A/C Reg. No. N6723C

Time (Lc1) - 1055 CDT

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 - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 274 3/02/85 HAWESVILLE, KY A/C Reg. No. N89128 Time (Lcl) - 1300 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 180/015 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LORDSBURG, NM
Destination
HAWESVILLE, AL

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)
STUDENT

Age - 41
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 - 13 Last 24 Hrs - 5
Make/Model - 3 Last 30 Days - UNK/NR
Instrument - 3 Last 90 Days - 8
Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT FROM LORDSBURG, NM, TO MANSFIELD, OH, AND COULD NOT FIND HANCOCK COUNTY AIRPORT, HAWESVILLE, KY. WHILE SEARCHING FOR THE AIRPORT THE ENGINE LOST TOTAL POWER DUE TO FUEL EXHAUSTION. THE PLT SAID THAT HE PLANNED TO REFUEL AT HANCOCK CO. AIRPORT, BUT GOT CAUGHT ABOVE A CLOUD LAYER AND COULD NO FIND THE ARPT.

Brief of Accident (Continued)

File No. - 274

3/02/85

HAWESVILLE,KY

A/C Reg. No. N89128

Time (Lc1) - 1300 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

-----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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 240 4/12/85 LEXINGTON,KY

A/C Reg. No. N4408C

Time (Lcl) - 1304 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - CESSNA 195
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3150
No. of Seats - 5

Eng Make/Model - JACOBS R755A2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHARLESTON,WV

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

BLUE GRASS

Runway Ident - 22

Runway Lth/Wid - 7003/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 63

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1500

Make/Model- 1500

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LDG ROLL-OUT THE PLT APPLIED BRAKE PRESS IN ORDER TO TURN ONTO THE TAXIWAY & THE RT BRAKE GRABBED CAUSING THE ACFT TO GROUND LOOP. THE LEFT LANDING GEAR SPRING STRUT SEPARATED FROM THE FUSELAGE ATTACHMENT POINT.

Brief of Accident (Continued)

File No. - 240

4/12/85

LEXINGTON, KY

A/C Reg. No. N4408C

Time (Lc1) - 1304 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED

2. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 269 1/12/85 NEW BEDFORD,MA A/C Reg. No. N17824 Time (Lcl) - 1230 EST

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

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

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

Make/Model	- BEECH B58	Eng Make/Model	- CONTINENTAL IO-520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 034/015 KTS	BEDFORD	
Visibility	- 15.0 SM	Runway Ident	- 32
Lowest Sky/Clouds	- SCATTERED	Runway Lth/Wid	- 5000/ 150
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 10950
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model	- 200
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 725
		Multi-Eng	- 2300
		Last 24 Hrs	- 12
		Last 30 Days	- UNK/NR
		Last 90 Days	- 102
		Rotorcraft	- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A GEAR COLLAPSE DURING LANDING. DURING THE FIRST LANDING AND TAKEOFF THE PLT NOTICED THE LEFT MAIN GEAR BEGAN TO COLLAPSE. THE TAKEOFF WAS CONTINUED AND TWO PASSES WERE PERFORMED IN FRONT OF THE ATC TWR. TWR PERSONNEL ADVISED THAT THE GEAR APPEARED DOWN AND IN POSITION. THE PLT SHUT DOWN THE LEFT ENGINE, FEATHERED THE PROP AND LANDED. DURING THE LANDING ROLL, THE LEFT MAIN GEAR COLLAPSED AND THE ACFT VEERED LEFT COLLIDING WITH A SNOW BANK AND RWY LIGHTS.

Brief of Accident (Continued)

File No. - 269

1/12/85

NEW BEDFORD, MA

A/C Reg. No. N17824

Time (Lc1) - 1230 EST

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

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, PARTIAL
 2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
-

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

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
 5. OBJECT - RUNWAY LIGHT
-

-----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. - 267 1/30/85 SILVER LAKE, ME A/C Reg. No. N1907B Time (Lcl) - 1600 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

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

ELT Installed/Activated - YES/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 - 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

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 - 34

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 215	Last 24 Hrs	- 0
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED AND CONTACTED THE GROUND WHILE MANEUVERING DURING THE INITIAL TAKEOFF CLIMB. THE PLT REPORTED THAT THE ACFT BECAME AIRBORNE FOLLOWING A SHORT TAKEOFF GROUND RUN AND UPON REACHING TREE TOP LEVEL, THE PLT REPORTED, "WE JUST MUSHED ALONG." THE PLT DETERMINED THE ACFT WOULD NOT CLEAR TREES ALONG THE FLT PATH AND HE INITIATED TWO RIGHT TURNS TOWARD AN AREA OF LOWER OBSTRUCTIONS. THE ACFT STALLED DURING THE SECOND TURN AND IMPACTED THE GROUND JUST PRIOR TO A FULL RECOVERY.

Brief of Accident (Continued)

File No. - 267

1/30/85

SILVER LAKE, ME

A/C Reg. No. N1907B

Time (Lc1) - 1600 EST

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

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL - NOT IDENTIFIED - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

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

Finding(s)

6. TERRAIN CONDITION - GROUND
 7. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 374 1/13/85 TROY, MI A/C Reg. No. N8444D Time (Lcl) - 1120 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/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
TROY, MI
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

OAKLAND-TROY
Runway Ident - 27
Runway Lth/Wid - 3855/ 50
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 240/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Age - 57
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 - 802
Make/Model- 802
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 96

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SIGN DURING A FORCED LNDG AFTER A LOSS OF POWER THAT OCCURD DURING INITIAL CLIMB AT AN ALT OF 400 FT AGL. THE PLT STATED THAT THE ENG BEGAN TO RUN ROUGH AND WITH THE APPLICATION OF CARB HEAT THE ENG QUIT. A POST ACCIDENT ENG RUN-UP WAS NORMAL.

Brief of Accident (Continued)

File No. - 374

1/13/85

TROY, MI

A/C Reg. No. N8444D

Time (Lc1) - 1120 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - OBJECT

-----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. - 344 2/08/85 BAY CITY, MI A/C Reg. No. N5484G Time (Lcl) - 1145 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

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

Make/Model - CESSNA 421C

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 7450

No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-L

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 375 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 290/018 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

MT. PLEASANT, MI

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

JAMES CLEMENTS

Runway Ident - 18

Runway Lth/Wid - 3200/ 70

Runway Surface - ASPHALT

Runway Status - ICE COVERED

SNOW - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA31T

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1771 Last 24 Hrs - 2

Make/Model- 586 Last 30 Days- UNK/NR

Instrument- 627 Last 90 Days- 28

Multi-Eng - 1308

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLODED WITH A SNOWBANK DURING LNDG. THE PLT & PASSG STATED THAT A LNDG GEAR CUGHT IN SNOW PILED AT AN INTERSECTION FROM PLOWING. THE INDUCED DRAG VEERED THE ACFT OFF THE RWY TO THE LEFT.

Brief of Accident (Continued)

File No. - 344

2/08/85

BAY CITY,MI

A/C Reg. No. N5484G

Time (Lcl) - 1145 EST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 348 2/16/85 PONTIAC,MI A/C Reg. No. N6312R Time (Lcl) - 1526 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360FIAG
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 - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 200/011 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MEDINA,OH
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PONTIAC
Runway Ident - 27
Runway Lth/Wid - 3250/ 75
Runway Surface - CONCRETE
Runway Status - ICE COVERED
SNOW - WET

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

Pilot-In-Command

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 442
Make/Model- 308
Instrument- 11
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SLID INTO A SNOWBANK AT THE END OF A LNDG ROLL ON AN ICY RWY WITH A X-WIND. THE PLT SAID THAT HE DID NOT USE BRAKES BECAUSE OF THE ICY CONDITION OF THE RWY. THE X-WIND WEATHERVANED THE ACFT TO THE LEFT AND INTO THE SNOW ALONGSIDE THE RWY.

Brief of Accident (Continued)

File No. - 348

2/16/85

PONTIAC, MI

A/C Reg. No. N6312R

Time (Lc1) - 1526 EST

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
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
8. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 341 2/19/85 HASTINGS, MI A/C Reg. No. N5272M Time (Lc1) - 1600 CST

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

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

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

Make/Model - MASSELINK XTC	Eng Make/Model - KFM EB-107	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 25 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- 225/008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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 -</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">HASTING</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 15</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 0</td> <td>Last 30 Days- 0</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 0</td> </tr> </table>	Total - 15	Last 24 Hrs - 0	Make/Model- 0	Last 30 Days- 0	Instrument- 0	Last 90 Days- 0
Total - 15	Last 24 Hrs - 0							
Make/Model- 0	Last 30 Days- 0							
Instrument- 0	Last 90 Days- 0							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER SHORTLY AFTER TAKEOFF ON ITS MAIDEN FLT AT 600 FT AGL. THE PLT TURNED FOR HOME BUT WAS FORCED TO LAND IN TREES SHORT OF THE ARPT. INSPECTION OF THE HOME-BUILT ACFT, BUILT BY THE PLT, REVEALED THAT THE CHOKE CABLE HAD SLIPPED OUT OF POSITION WHICH CAUSED AN EXCESSIVELY RICH MIXTURE IN THE CARB THAT RESTRICTED AIRFLOW AND COMBUSTION.

Brief of Accident (Continued)

File No. - 341

2/19/85

HASTINGS, MI

A/C Reg. No. N5272M

Time (Lc1) - 1600 CST

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

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - IMPROPER
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. MIXTURE CONTROL, CABLE - INCORRECT
 5. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 6. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL 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) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 340 2/20/85 PONTIAC, MI A/C Reg. No. N6450K Time (Lcl) - 1530 EST

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<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 - 5.0 SM</p> <p>Lowest Sky/Clouds - 10000 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>SAME AS ACC/INC</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 - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>TOUCH AND GO</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>OAKLAND-PONTIAC</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3250/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 64
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER A LOSS OF CONTROL DURING LANDING ROLL PORTION OF A TOUCH & GO LNDG. THE LOW FLT TIME STUDENT PLT WAS PRACTICING ENDINGS SOLO WHEN CONTROL WAS LOST AND THE ACFT LEFT THE RWY. THE PLT REPORTED THAT HE WAS RESETTING THE CARB HEAT & FLAPS DURING THE LNDG ROLL JIST PRIOR TO THE LOSS OF CONTROL. THE ACFT NOSED OVER IN SNOW COVERED GRASS. THE PLT WAS LNDG IN A 10 KT X-WIND FROM THE LEFT.

Brief of Accident (Continued)

File No. - 340

2/20/85

PONTIAC, MI

A/C Reg. No. N6450K

Time (Lc1) - 1530 EST

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
 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 6. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 7. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOW COVERED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 351 3/21/85 BRIGHTON, MI A/C Reg. No. N2839Q Time (Lcl) - 1705 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-320-E20
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 130/016 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BRIGHTON
Runway Ident - 04
Runway Lth/Wid - 1800/ 24
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total	- 275	Last 24 Hrs	- UNK/NR
Make/Model-	36	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO EXECUTE A GO-AROUND WITH A 90 DEGREE CROSSWIND, VELOCITY 16 KMPH, GUSTING TO 28 KMPH, THE ACFT APPARENTLY STALLED JUST AFTER BECOMING AIRBORNE. IT IMPACTED THE GROUND ABOUT 300 FEET WEST OF THE RWY. WITNESSES STATED THAT THE ACFT APPEARED TO TAKE OFF WITH FULL FLAPS EXTENDED. THE OWNER'S MANUAL DOES NOT LIST A CROSSWIND VELOCITY BUT DOES STATE THAT 15 KMPH AT 90 DEGREES IS ACCEPTABLE WITH NORMAL PILOTING TECHNIQUES.

Brief of Accident (Continued)

File No. - 351

3/21/85

BRIGHTON, MI

A/C Reg. No. N2839Q

Time (Lc1) - 1705 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - NOT CORRECTED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 331 5/19/85 OWOSSO, MI A/C Reg. No. N3797V Time (Lcl) - 1630 EDT

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

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

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

Make/Model - CESSNA 140A	Eng Make/Model - CONT MOTOR C90-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PONTIAC, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OWOSSO
Wind Dir/Speed- 220/015 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 19.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	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 - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 110
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - 140-A	Make/Model- 110
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT-IN-COMMAND ALLOWED THE PASSENGER IN THE RIGHT SEAT, A RATED PLT, TO LAND THE ACFT. THIS PLT LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL & THE ACFT GROUND LOOPED. DURING THE SECOND GROUND LOOP THE RIGHT MAIN LANDING GEAR AXLE SEPARATED FROM THE GEAR STRUT.

Brief of Accident (Continued)

File No. - 331

5/19/85

OWOSSO,MI

A/C Reg. No. N3797V

Time (Lcl) - 1630 EDT

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

Finding(s)

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

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
6. GROUND LOOP/SWERVE - NOT CORRECTED - COPILOT
7. LANDING GEAR, AXLE - FAILURE, TOTAL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 342 2/20/85 HIBBING, MN A/C Reg. No. N25654 Time (Lcl) - 0827 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-KENNARD C. KAPLAN	SUBSTANTIAL		Fatal	0	0	0
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Accident Occurred During	-LANDING						

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

Make/Model	- BEECH 58	Eng Make/Model	- CONT MOTOR IO 520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - IN PERSON	ROCHESTER, MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	SAME AS ACC/INC	CHISHOLM
Wind Dir/Speed - 140/012 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 75.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6494/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - ICE COVERED
Obstructions to Vision - FOG	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3175
SE LAND, ME LAND	Months Since - 6	Make/Model - 110
	Aircraft Type - UNK/NR	Instrument - 355
		Multi-Eng - 1520
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 89

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RT. SIDE OF THE RWY INTO A SNOWBANK AFTER A HARD LNDG. THE PLT STATED THAT HE WAS 50 FT ADH & OFF CENTERLINE TO THE LEFT AT THE MIDDLE MARKER DURING THE INSTRUMENT APPROACH. THE PASSG AT THIS TIME SAID HE COULD SE THE RWY OFF TO THE RT. THE PLT ATTEMPTED TO COMPLETE THE LNDG VISUALLY AND LANDED HARD ABOUT 5 DEGREES OFF RWY HDG. T HE ACFT CONTINUED OFF THE RWY INTO A SNOWBANK.

Brief of Accident (Continued)

File No. - 342

2/20/85

HIBBING, MN

A/C Reg. No. N25654

Time (Lcl) - 0827 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 357 5/05/85 TYLER,MN A/C Reg. No. N2588F Time (Lcl) - 1520 CDT

-----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	2
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 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	UNK/NR	TYLER MUNI
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 180
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SOFT
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 - 568
SE LAND	Months Since - UNK/NR	Make/Model- 557
	Aircraft Type - UNK/NR	Instrument- 34
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED HE WAS ABOUT TO ABORT THE TAKEOFF DURING THE LONG GROUND RUN WHEN THE ACFT LIFTED OFF. AT 30 TO 40 FT AGL ACFT BEGAN TO SINK. ACFT CONTACTED A FENCE POST AND TOUCHED DOWN IN A PLOWED FIELD. NOSE GEAR COLLAPSED AND ACFT NOSED OVER. PLT PREVIOUSLY ABORTED ONE TAKEOFF BECAUSE OF A LONG TAKEOFF GROUND RUN. AIRSTRIPE BEING USED WAS REPORTED AS BEING SOFTER THAN NORMAL. POST ACCIDENT ENGINE TEST RUN REVEALED NO MECHANICAL FAILURES OR MALFUNCTIONS. PLT REPORTED, "THERE IS A LARGE GROVE OF TREES & BUILDINGS DIRECTLY EAST OF SOUTH PART OF RUNWAY WHICH UNDER THE RIGHT CONDITION, AN EAST WIND COULD CAUSE A DOWNDRAFT OR LOW LIFT CONDITION." LOCAL WINDS WERE FROM THEEAST DURING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 357

5/05/85

TYLER, MN

A/C Reg. No. N2588F

Time (Lcl) - 1520 CDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. WEATHER CONDITION - CROSSWIND
3. PLANNING-DECISION - POOR - PILOT IN COMMAND
4. LIFT-OFF - DELAYED - PILOT IN COMMAND
5. ABORTED TAKEOFF - DISREGARDED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

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

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) 3,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 359 5/18/85 GOLDEN VALLEY, MN A/C Reg. No. N91043 Time (Lcl) - 0656 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

DESTROYED

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

Type of Operation -POSITIONING

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 207

Eng Make/Model - CONTINENTAL IO-520-F

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3800

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 2

Rated Power - 300 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MINNEAPOLIS, MN

Destination

CRYSTAL, MN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 24

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800 Last 24 Hrs - 5

Make/Model- 607 Last 30 Days- UNK/NR

Instrument- 165 Last 90 Days- 300

Multi-Eng - 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, ON THE LAST LEG ON IT'S FLIGHT, THE ENGINE OF THE AIR CARGO ACFT STARTED TO SPUTTER. THE PLT TURNED THE FUEL SELECTOR HANDLR FROM THE LEFT TANK TO ANOTHER POSITION & TURNED ON THE BOOST PUMP. THE ENGINE STOPPED RUNNING & THE PLT ELECTED TO LAND IN A PUBLIC PARK. THE LEFT WING WAS TORN OFF THE ACFT DURING THE EMERG LANDING. INVESTIGATION REVEALED THAT THE FUEL SELECTOR HAD BEEN TURNED TO THE "OFF" POSITION, A CHECK OF THE FUEL QUANTITY IN EACH TANK SHOWED LESS THAN FIVE GAL IN THE LEFT TANK & ABOUT TWELVE GAL IN THE RIGHT TANK

Brief of Accident (Continued)

File No. - 359

5/18/85

GOLDEN VALLEY, MN

A/C Reg. No. N91043

Time (Lc1) - 0656 CDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. OBJECT - TREE(S)
8. WING - SEPARATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 239 4/26/85 TAYLOR,MO

A/C Reg. No. N80LW

Time (Lcl) - 1730 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - LESTER F.W. WEST VP-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/015 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
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HAERR
Runway Ident - 15
Runway Lth/Wid - 2900/ 115
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2080
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- 268
Last 90 Days- 123
Multi-Eng - 523

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT USED ONLY HALF OF THE AVAILABLE 2900 FEET OF RUNWAY ON HIS FIRST FLIGHT IN THIS HOMEBUILT AIRPLANE. HE LOST FLYING SPEED CLIMBING OVER WIRES AT THE END OF THE RUNWAY, WENT AROUND TREES AND LANDED HARD ON A HIGHWAY MEDIAN.

Brief of Accident (Continued)

File No. - 239

4/26/85

TAYLOR,MO

A/C Reg. No. N80LW

Time (Lcl) - 1730 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 3. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. PROPER ALTITUDE - 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) 1,2,5,6

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. - 248 4/29/85 KANSAS CITY,MO A/C Reg. No. N300KR Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point HIGGINSVILLE,MO	
Method - TELEPHONE	Destination SPRINGFIELD,MO	Airport Data RICHARDS-GEBAUR
Completeness - FULL	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 140/009 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 6.0 SM	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Sky/Clouds -		
Lowest Ceiling - 199 FT OVERCAST		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 439
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 117
		Multi-Eng - 23
		Last 30 Days- 0
		Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT INADVERTENTLY ENTERED CLOUDS ON VFR FLIGHT. PLT SIGHTED AN ARPT THROUGH BREAKS IN CLOUDS AND DECIDED TO LAND. THE ACFT TOUCHED DOWN SHORT OF A CLOSED RWY, PARTIALLY COLLAPSING THE LEFT GEAR. IT THEN BOUNCED UP ONTO THE RWY AND FULLY COLLAPSED THE LEFT GEAR.

Brief of Accident (Continued)

File No. - 248

4/29/85

KANSAS CITY,MO

A/C Reg. No. N300KR

Time (Lc1) - 1200 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
6. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. 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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 209 1/12/85 BATESVILLE, MS A/C Reg. No. N9904T Time (Lcl) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PARACHUTING
Flight Conducted Under -14 CFR 105
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 182C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 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

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1410

Make/Model- 188

Instrument- 31

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DISCHARGING PARACHUTISTS AT 7500 FT MSL THE PLT CLOSED THE THROTTLE AND DESCENDED TO 1200 FT WITHOUT CLEARING THE ENGINE. NO PWR WAS AVAILABLE WHEN THE THROTTLE WAS ADVANCED UPON REACHING 1200 FT. A FORCED LANDING WAS MADE IN A BEAN FLD AND THE ACFT NOSED OVER AFTER CONTACTING A RUT. ENVIRONMENT AND POWER CONDITIONS WERE CONDUCTIVE TO CARB ICE.

Brief of Accident (Continued)

File No. - 209

1/12/85

BATESVILLE, MS

A/C Reg. No. N9904T

Time (Lc1) - 1645 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 228

1/25/85

VICKSBURG, MS

A/C Reg. No. N3057

Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - BEECH BE-55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4880
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/008 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 - NONE

Airport Proximity
ON AIRPORT

Airport Data

VICKSBURG
Runway Ident - 10
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 65

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1654	Last 24 Hrs	- UNK/NR
Make/Model-	18	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-Eng	- 1733		

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ATTEMPT, THE PILOT FAILED TO ENSURE THAT THE LANDING GEAR WAS EXTENDED. HE WAS PREOCCUPIED WITH TRYING TO LOCATE A RUNWAY SWEEPER REPORTED BY THE AIRPORT MANAGER. WHEN THE GEAR FAILED TO EXTEND THE PILOT CONTINUED THE APPROACH KNOWING THAT THE GEAR HAD MALFUNCTION.

Brief of Accident (Continued)

File No. - 228

1/25/85

VICKSBURG, MS

A/C Reg. No. N3057

Time (Lc1) - 1700 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR - INOPERATIVE
 2. LANDING GEAR - UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. GO-AROUND - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 FIRE
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 216 2/08/85 HOLLY SPRINGS,MS A/C Reg. No. N112TC Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-PROFESSIONAL AVIATION	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520-C5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	JACKSON,MS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FLINT,MI	HOLLY SPRINGS MARSHAL CO
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3299/ 60
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
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)	
COMMERCIAL	Current - YES	Total - 2282	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 1	Make/Model- 330	Last 30 Days- 0
	Aircraft Type - BE-58	Instrument- 139	Last 90 Days- 146
		Multi-Eng - 652	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 40 TO 45 MIN AFTER TAKEOFF PILOT NOTED ELECTRICAL LOAD METERS AT 0. ALTERNATOR WARNING LIGHTS WERE ON. RESET WAS ATTEMPTED BUT UNSUCCESSFUL DUE TO LOW BATTERY VOLTAGE. PLT DECIDED TO MAKE A PRECAUTIONARY LDG AT HOLLY SPRINGS, MS, BUT COULD NOT LOWER THE GEAR ELECTRICALLY. PLT THEN ATTEMPTED MANUAL EXTENSION BUT WAS UNABLE TO GET THE EMERGENCY CRANK, LOCATED BEHIND THE SEAT, UNSTOWED. PLT DECIDED TO MAKE A GEAR UP LANDING IN GRASS ALONGSIDE THE PAVED RWY. POST ACCIDENT EXAM OF THE ACFT FAILED TO REVEAL ANY FAILURE IN THE LANDING GEAR EXTENSION SYSTEM WHICH WOULD HAVE PREVENTED EXTENSION OF THE GEAR OR CAUSE OF THE ELECTRICAL SYSTEM FAILURE. THE PLT DID STATE THAT A LOAD ON THE LOAD METERS WAS NOTICED DURING ENGINE START AT JACKSON.

Brief of Accident (Continued)

File No. - 216

2/08/85

HOLLY SPRINGS,MS

A/C Reg. No. N112TC

Time (Lc1) - 1515 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE,TOTAL
2. ALTERNATOR - IMPROPER USE OF - PILOT IN COMMAND
3. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 OTHER GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - JAMMED
6. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,INADEQUATE RECURRENT TRAINING - CHECK PILOT

----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) 5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 304 2/09/85 NEW ALBANY,MS A/C Reg. No. N6088S Time (Lcl) - 2210 CST

-----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	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO 520-BA10	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MONTGOMERY,AL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	OLIVE BRANCH,MS	Runway Ident - N/A
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 192.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - THIN OVC	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(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3960
SE LAND,ME LAND,SE SEA	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 181
		Multi-Eng - 1125
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC HAD 1/2 HOUR CHECK-OUT IN A-36 BUT OVER 3900 TOTAL FLIGHT HOURS. HIS 14 HOURS IN THIS ACFT WAS CROSS COUNTRY FLYING. HE STATED THAT THE FUEL WAS KEPT EVENLY DIDTRIBUTED BY SWITCHING THE FUEL SELECTOR BETWEEN TANKS DURING THE NEARLY THREE HOUR FLIGHT. THE PIC/CFI COMMENTED THAT WHEN THE ENGINE QUIT IT SOUNDED LIKE FUEL STARVATION. POST CRASH EXAMINATION OF THE UNDAMAGED FUEL SYSTEM AND INSTRUMENT PANEL SHOWED 15 GALLONS OF FUEL IN THE RIGHT TANK, 0 IN THE LEFT, FUEL SELECTOR ON THE RIGHT TANK, & THE AUXILIARY FUEL BOOST PUMP OFF-PILOT'S HANDBOOK CALLS FOR AUXILIARY PUMP "ON" WITH LOSS OF ENGINE POWER DURING FLIGHT.

Brief of Accident (Continued)

File No. - 304

2/09/85

NEW ALBANY,MS

A/C Reg. No. N6088S

Time (Lcl) - 2210 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL BOOST PUMP SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. LIGHT CONDITION - NIGHT

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - SOFT
9. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

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. - 208 2/11/85 NATCHEZ,MS A/C Reg. No. N912L Time (Lcl) - 0615 CST

-----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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 320/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
JACKSON,MS
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER
STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ADAMS COUNTY
Runway Ident - 17
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 15708	Last 24 Hrs	- 4
Make/Model-	6800	Last 30 Days-	UNK/NR
Instrument-	1014	Last 90 Days-	138
Multi-Eng	- 12600		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DESCENDED BELOW MDA TO 720 FT MSL UNTIL OBSERVING THE RWY DURING A LOC 17 APCH AT NIGHT. AN ARPT ATTENDANT SAID PLT DID NOT CALL UNICOM FOR WIND INFO. PLT ACKNOWLEDGED TOUCHDOWN AT MIDFIELD WITH A 30 KT TAILWIND ON THE 5000 FT RWY. THE PLT SAID BRAKING WAS INEFFECTIVE. ATTENDANT SAID RWY WAS DAMP BUT STANDING WATER WAS NOT PRESENT. ACFT RAN OFF SOUTH END OF THE RWY AND CONTINUED 800 FT BEFORE IT HIT A DITCH AND STOPPED. THE PLT STATED HE WAS "IN A HURRY AND JUST FOULED UP."

Brief of Accident (Continued)

File No. - 208

2/11/85

NATCHEZ, MS

A/C Reg. No. N912L

Time (Lc1) - 0615 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - NOT RECEIVED - PILOT IN COMMAND
3. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
8. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 312 1/14/85 MISSOULA,MT

A/C Reg. No. N1416Q

Time (Lcl) - 1800 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 Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DUSK

Itinerary

Last Departure Point
GREAT FALLS,MT
Destination
MISSOULA,MT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	297
Last 24 Hrs	34
Last 30 Days	UNK/NR
Last 90 Days	101

Instrument Rating(s) - NONE

-----Narrative-----

ON JAN 14, 1985, A CESSNA 150 NOSED OVER AFTER LANDING ON A HIGHWAY NEAR MISSOULA, MT. THE PILOT STATED HE LOST PARTIAL ENGINE POWER DUE TO CARBURETOR ICING CONDITIONS ENCOUNTERED ENROUTE FROM GREAT FALLS, MT. THE PILOT AND HIS PASSENGER WERE NOT INJURED. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE. THE PLT RECEIVED A WX BRIEFING AND FILED A VFR FLT PLAN WITH GREAT FALLS FSS.

Brief of Accident (Continued)

File No. - 312

1/14/85

MISSOULA, MT

A/C Reg. No. N1416Q

Time (Lcl) - 1800 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. WEATHER CONDITION - SNOW
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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) 1,5

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. - 292 2/14/85 KALISPELL, MT A/C Reg. No. N24950 Time (Lcl) - 1715 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	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 - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KALISPELL CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 70
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
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 - YES	Total - 60
SE LAND	Months Since - 7	Make/Model- 60
	Aircraft Type - C-152	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK DURING THE LANDING ROLL FOLLOWING A LOSS OF DIRECTIONAL CONTROL. THE PLT REPORTED THAT THE LEFT BRAKE FROZE OR LOCKED UP WHEN IT WAS APPLIED DURING THE LANDING. INSPECTION REVEALED THAT THERE WAS A SUBSTANTIAL AMOUNT OF ICE ON THE LANDING GEAR IN THE AREA OF THE BRAKE.

Brief of Accident (Continued)

File No. - 292

2/14/85

KALISPELL, MT

A/C Reg. No. N24950

Time (Lc1) - 1715 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - LOCKED
2. LANDING GEAR, MAIN GEAR - ICE
3. TERRAIN CONDITION - ICY

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. 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) 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. - 396 2/22/85 CHINOOK,MT A/C Reg. No. N26580 Time (Lcl) - 1335 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

DESTROYED

Fatal

Serious

Minor

None

Fire

Crew

1

0

0

0

NONE

Pass

1

0

0

0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - 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- 230/009 KTS

Visibility - 65.0 SM

Lowest Sky/Clouds - 500 FT SCATTERED

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHINOOK,MT

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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 173

Last 24 Hrs - UNK/NR

Make/Model- 34

Last 30 Days- 3

Instrument- 23

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS OBSERVED TO ENTER A SHALLOW RIGHT CLIMBING TURN AT ABOUT 200 FEET AGL AFTER MAKING A LOW PASS OVER FRIENDS. WITNESSES SAID THE AIRPLANE THEN STALLED AND DOVE TO THE GROUND. THERE WAS NO EVIDENCE OF AIRFRAME, ENG, PROP, FLT CONTROL, OR SYST FAILURE/MALFUNCTION OR PLT INCAPACITATION. VMC CONDITIONS PREVAILED. THE PLT HAD LOGGED A TOTAL OF 173 HOURS, OF WHICH 34.0 HOURS WERE IN MAKE/MODEL.

Brief of Accident (Continued)

File No. - 396

2/22/85

CHINOOK, MT

A/C Reg. No. N26580

Time (Lcl) - 1335 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND
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) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 287 2/24/85 FORT BENTON,MT A/C Reg. No. N155LB 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 -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BENJAMIN PITTS S1U
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 1

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/020 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SHELBY,MT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FORT BENTON
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 - 30
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - 7GCBC

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 543
Make/Model- 50
Instrument- 0

Last 24 Hrs - 1
Last 30 Days- 6
Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A DIRT BANK DURING A FORCED LANDING IN A FIELD FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. A LANDING WAS MADE AT FORT BENTON ARPT WHERE THE ACFT WAS SERVICED WITH 11.85 GALLONS OF 100 OCT AVGAS. POST ACCIDENT EXAMINATION OF THE ACFT REVEALED WATER CONTAMINATION IN THE CARBURETOR BOWL AND FUEL SYSTEM. A 1 QT JAR WAS FILLED WITH FUEL FROM THE FUEL LINE TO THE CARBURETOR. A 17/32 INCH LAYER OF AVGAS WAS PRESENT ON TOP OF WATER WHICH FILLED THE REMAINING PORTION OF THE JAR. THE ACFT WAS REFUELED FROM AN UNDERGROUND TANK. THERE WAS NO FILTERIZATION ELEMENT ON THE REFUELING EQUIPMENT.

Brief of Accident (Continued)

File No. - 287

2/24/85

FORT BENTON, MT

A/C Reg. No. N155LB

Time (Lc1) - 1430 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - WATER
 2. FLUID, FUEL - CONTAMINATION
 3. REFUELING - INATTENTIVE - FBO PERSONNEL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 245 2/28/85 BUTTE,MT

A/C Reg. No. N98487

Time (Lcl) - 1400 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
IN FLIGHT

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 421C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-52OL
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 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 - 320/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OAKLAND,CA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

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 - 38

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7511	Last 24 Hrs	- 3
Make/Model	- 40	Last 30 Days	- 0
Instrument	- UNK/NR	Last 90 Days	- 109
Multi-Eng	- 2310	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN LEVEL FLT THE PLT NOTICED A PUFF OF SMOKE EMIT FROM THE LEFT ENGINE, FOLLOWED BY THE APPEARANCE OF HYDRAULIC FLUID AND THE ILLUMINATION OF THE LEFT AND RIGHT HYDRAULIC FLOW LIGHTS. THE PLT LOWERED THE LANDING GEAR DURING THE APCH, HOWEVER, THE NOSE GEAR DID NOT EXTEND. FLAMES WERE THEN NOTICED BURNING THROUGH THE TOP OF THE LEFT ENGINE COWLING. THE PLT SECURED THE ENGINE, USED THE EMERGENCY EXTENSION FOR THE NOSE GEAR AND LANDED THE ACFT. INVESTIGATION REVEALED THE FIRE STARTED FROM HYDRAULIC FLUID WHICH SPRAYED FROM A BROKEN HYDRAULIC LINE ONTO THE SUPERCHARGER. A SWIVEL HOSE ALUMINUM FITTING, P/N AE70101JZ174, ON THE HYDRAULIC LINE FAILED FOR UNDETERMINED REASONS.

Brief of Accident (Continued)

File No. - 245

2/28/85

BUTTE,MT

A/C Reg. No. N98487

Time (Lc1) - 1400 MST

Occurrence FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
1. HYDRAULIC SYSTEM, FITTING - FAILURE, TOTAL
2. FLUID, HYDRAULIC - LEAK

-----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. - 288 3/18/85 CLINTON, MT A/C Reg. No. N8036T Time (Lcl) - 1500 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - HILLIARD B-8-M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 600
No. of Seats - 1

Eng Make/Model - MCULLOCH 4318
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- 180/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

ELIOTT FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 3800/ 75
Runway Surface - GRASS/TURF
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

GYROPLANE

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 29
Last 24 Hrs - 0
Make/Model- 4
Last 30 Days- 0
Instrument- UNK/NR
Last 90 Days- 1
Multi-Eng - UNK/NR
Rotorcraft - 29

Instrument Rating(s) - NONE

-----Narrative-----

THE GYROCOPTER INADVERTENTLY BECAME AIRBORNE DURING A HIGH SPEED TAXI RUN. THE PLT REPORTED THAT AT AN ALT OF APRX 10-15 FT AGL HE "CUT THE ENGINE SPEED TO IDLE, AND PULLED THE JOYSTICK FULLY BACK TO LAND." THIS ACTION PUT THE GYROCOPTER IN A NOSE HIGH ATTITUDE AND THE ROTOR BLADES CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 288

3/18/85

CLINTON,MT

A/C Reg. No. N8036T

Time (Lcl) - 1500 MST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. FLARE - EXCESSIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - 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. - 283 5/18/85 LOMA,MT

A/C Reg. No. N6462D

Time (Lcl) - 1630 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 040/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAVRE,MT
Destination
GREAT FALLS,MT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 1500	Last 24 Hrs	- 2
Make/Model-	800	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED POWER LINES WHICH CROSS OVER THE MISSOURI RIVER. THE LINES ARE APRX 150-200 FT ABOVE THE RIVER ON ONE SIDE AND APRX 45 FT ABOVE THE RIVER ON THE OPPOSITE SIDE. THE PLT STATED HE WAS FLYING ALONG THE RIVER AT AN ALT OF APRX 75 FT WHEN CONTACT WITH THE WIRE OCCURRED. CONTROL OF THE ACFT WAS REGAINED AND THE FLT CONTINUED TO AN UNEVENTFUL LANDING AT GREAT FALLS, MT. THE WIRE STRIKE RESULTED IN SUBSTANTIAL DAMAGE TO BOTH WINGS.

Brief of Accident (Continued)

File No. - 283

5/18/85

LOMA,MT

A/C Reg. No. N6462D

Time (Lc1) - 1630 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 210 1/01/85 DUBLIN, NC

A/C Reg. No. N50913

Time (Lcl) - 1130 EST

-----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				

Fire

Crew

0

0

0

1

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/012 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 900 FT SCATTERED

Lowest Ceiling - 6500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ELIZABETHTOWN, NC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 335

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 PILOT REPORTED THAT THE ACFT LOST POWER IN CRUISE FLIGHT AND HE ATTEMPTED TO LAND IN AN OPEN FIELD. HE ABORTED THE APPROACH BECAUSE OF A TAILWIND AND FLEW ALONG A RIVER FOR APRX 1 MILE BEFORE DITCHING IN THE WATER. THE ACFT SANK IN THE RIVER AND THE PLT SWAM TO SHORE. THE ACFT WAS NOT RECOVERED FROM THE RIVER AND CAUSE OF THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 210

1/01/85

DUBLIN, NC

A/C Reg. No. N50913

Time (Lc1) - 1130 EST

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. WEATHER CONDITION - UNFAVORABLE WIND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 205 1/06/85 WINSTON SALEM, NC A/C Reg. No. N66KA Time (Lc1) - 1810 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	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	- TAKEOFF				0	0	0	1
					0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH C90	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10500	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 550 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	WINSTON SALEM, NC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		SMITH REYNOLDS	
Wind Dir/Speed	- 220/005 KTS	ATC/Airspace		Runway Ident	- 33
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 6655/ 150
Lowest Sky/Clouds	- 20000 FT SCATTERED	Type of Clearance	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3018	Last 24 Hrs - 2
SE LAND, ME LAND, SE SEA	Months Since - 23	Make/Model - 19	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 515	Last 90 Days - 45
		Multi-Eng - 1535	Rotorcraft - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ROLL, AT ROTATION, ACFT CONTACTED A LARGE DOG WHICH WAS ON THE RWY. PLT HAD GOOD VISIBILITY EXCEPT FOR LIGHT CONDITION. ACFT OCCURRED AT NIGHT. ARPT PERIMETER IS FENCED BUT THERE ARE MANY GATES, SOME OF WHICH REMAIN OPEN AT NIGHT. MANY DOGS REPORTEDLY RUN FREE ON THE ARPT.

Brief of Accident (Continued)

File No. - 205

1/06/85

WINSTON SALEM, NC

A/C Reg. No. N66KA

Time (Lcl) - 1810 EST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s).

1. LIGHT CONDITION - DUSK
 2. OBJECT - ANIMAL(S)
 3. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
-

----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. - 226 1/30/85 ANDREWS MURPHY,NC A/C Reg. No. N9528R Time (Lcl) - 1503 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	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 -TAKEOFF						

-----Aircraft Information-----

Make/Model - BEECH BE-35	Eng Make/Model - CONTINENTAL IO-470-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BOCA RATON,FL	ANDERSON MURPHY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 25
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8500
SE LAND,SE SEA	Months Since - 8	Last 24 Hrs - 7
	Aircraft Type - BE-35	Make/Model- 6500
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 25
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE GEAR COLLAPSED WHEN THE ACFT CONTACTED A SNOW BANK DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 226

1/30/85

ANDREWS MURPHY, NC

A/C Reg. No. N9528R

Time (Lc1) - 1503 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 221 2/01/85 NEWBERN,NC A/C Reg. No. N640K Time (Lcl) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
IN FLIGHT

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	7

-----Aircraft Information-----

Make/Model - BEECH B-80
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8800
No. of Seats - 8

Eng Make/Model - LYCOMING IGS0540-B1AID
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
WINSTON-SALEM,NC
Destination
NEWBERN,NC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VISUAL

Airport Proximity
ON AIRPORT

Airport Data

NEWBERN
Runway Ident - 23
Runway Lth/Wid - 600/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND,SE SEA,ME SEA

Age - 55

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - C-401

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10727	Last 24 Hrs	- 3
Make/Model	- 1923	Last 30 Days	- 0
Instrument	- UNK/NR	Last 90 Days	- 115
Multi-Eng	- 6412	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT EXPERIENCED LEFT ENGINE FIRE AT CRUISE. EMERGENCY PROCEDURES COMPLETED, EXTINGUISHING THE FIRE. LEFT NACELLE SUSTAINED SUBSTANTIAL DAMAGE, PREVENTING DETERMINATION OF FIRE ORIGIN.

Brief of Accident (Continued)

File No. - 221

2/01/85

NEWBERN, NC

A/C Reg. No. N640K

Time (Lc1) - 1030 EST

Occurrence FIRE
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY - FIRE
2. ENGINE ASSEMBLY - UNDETERMINED

-----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. - 220 3/01/85 WARSAW, NC A/C Reg. No. N757FP Time (Lcl) - 1540 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-DESCENT						

-----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	- 112 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed - CALM</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 200 FT OVERCAST</p> <p>Obstructions to Vision - FOG</p> <p>Precipitation - DRIZZLE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KENANSVILLE, NC</p> <p>Destination LUMBERTON, NC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>P.B. RAIFORD</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 3700/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 77</p> <p>Make/Model - 57</p> <p>Instrument - 1</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days - 1</p> <p>Last 90 Days - 6</p>
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Instrument Rating(s) - NONE

-----Narrative-----

LOW TIME, NON-INSTRUMENT RATED PLT DELAYED DEPARTURE BECAUSE OF UNEXPECTED DETERIORATION OF WEATHER. FSS BRIEFER ADVISED WX WOULD IMPROVE, BETTER TOWARD DESTINATION ARPT. WX CONDITIONS CONTINUED TO WORSEN AFTER BRIEFING, WORSE THAN FCST. PLT DEPARTED 3 HRS AFTER BRIEFING WITHOUT GETTING UPDATE. MADE LEFT 180 DEGREE TURN AFTER TKOF, DEPARTED ARPT TO THE SW. OBSERVED TURNING RT TO WEST, CONTINUED TO NORTH BEFORE STRIKING TREES IN HIGH SPEED. WITNESSES AT ARPT AND NEAR ACCIDENT SITE DESCRIBED 100-300 FT CEILING, VISIBILITY 1 MILE OR LESS WITH DRIZZLE AND FOG. PLT HAD NO ACTUAL INSTRUMENT EXPERIENCE.

Brief of Accident (Continued)

File No. - 220

3/01/85

WARSAW, NC

A/C Reg. No. N757FP

Time (Lcl) - 1540 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER FORECAST - INACCURATE - NWS PERSONNEL
3. WEATHER CONDITION - FOG
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 241 3/02/85 DURHAM, NC

A/C Reg. No. N4691

Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PITTS S1C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1092
No. of Seats - 1

Eng Make/Model - LYCOMING O-290-O2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 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-
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DURHAM SKYLARK
Runway Ident - 32
Runway Lth/Wid - 3000/ 100
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
ME LAND

Age - 0

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1422	Last 24 Hrs	- 8
Make/Model-	92	Last 30 Days-	9
Instrument-	0	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE PUT THE ACFT IN A STEEP BANK SHORTLY AFTER TAKEOFF TO VIEW HIS SON WHO WAS ON THE GROUND. HE STATED HE FAILED TO APPLY BACK PRESSURE AND THE ACFT CONTACTED TREES OFF THE END OF THE RWY. THE ACFT THEN IMPACTED THE GORUND.

Brief of Accident (Continued)

File No. - 241

3/02/85

DURHAM, NC

A/C Reg. No. N4691

Time (Lcl) - 1115 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
 2. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 201 3/16/85 TARBORO, NC A/C Reg. No. N2624J Time (Lcl) - 1359 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 150G	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 - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point TARBORO, NC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		Runway Ident - 10
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2100/ 500
Wind Dir/Speed- 200/006 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 10000 FT SCATTERED	Type Apch/Lndg - SIMULATED FORCED LANDING	
Lowest Ceiling - 25000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 95
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 66
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING A SIMULATED EMERGENCY LANDING ON AN AG AIRSTRIP & COLLIDED WITH SEVERAL UNMARKED POWER LINES WHILE ON FINAL APPROACH. THE STUDENT PLT WAS NOT AUTHORIZED TO LAND AT THE AG STRIP ACCORDING TO HIS FLIGHT INSTRUCTOR.

Brief of Accident (Continued)

File No. - 201

3/16/85

TARBORO, NC

A/C Reg. No. N2624J

Time (Lcl) - 1359 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PLANNED APPROACH - POOR - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - SIMULATED - 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. - 229 3/30/85 OCRACoke, NC A/C Reg. No. N9329A Time (Lcl) - 1145 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - VARIEZE DUNCAN/VARIEZE	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1110	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	CHARLOTTE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	OCRACoke, NC	OCRACoke-ISLAND
Wind Dir/Speed- 270/013 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 355
SE LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 160
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE TAB WHICH CONNECTS THE LANDING GEAR CROSS TUBE FAILED ALLOWING THE RIGHT GEAR TO COLLAPSE. THE ACFT HAS AN EXPERIMENTAL CERTIFICATE. THE FAILURE APPEARED TO BE DUE TO DESIGN LIMITATIONS.

Brief of Accident (Continued)

File No. - 229

3/30/85

OCRACOKE,NC

A/C Reg. No. N9329A

Time (Lc1) - 1145 EST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
 2. DESIGN STRESS LIMITS OF AIRCRAFT - INADEQUATE - PRODUCTION/DESIGN PSNL
-

----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. - 381 4/17/85 SOUTHERN PINES, NC A/C Reg. No. N52778 Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	0	Serious	Minor
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 -APPROACH						

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SOUTHERN PINES, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 59
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 17
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED DURING A PRACTICE GO-AROUND ATTEMPT AT A PRIVATE AIRSTRIIP. THE PLT STATED THAT HE APPLIED FULL THROTTLE AFTER DESCENDING TO ABOUT 20 FT ABOVE THE RWY DURING THE PRACTICE GO-AROUND. HE STATED THAT HE THEN TRIED TO PUSH THE CARB HEAT CONTROL FORWARD AND IT WOULD NOT MOVE. THE PLT RAISED THE NOSE OF THE ACFT IN ORDER TO CLEAR THE TREES AT THE END OF THE RWY & THE ACFT STALLED. POST CRASH EXAMINATION OF THE ACFT FAILED TO DISCLOSE ANY MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 381

4/17/85

SOUTHERN PINES, NC

A/C Reg. No. N52778

Time (Lc1) - 1630 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
4. PLANNED APPROACH - POOR - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

8. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 250 4/18/85 ALLIANCE,NE A/C Reg. No. N34908 Time (Lcl) - 1445 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					1

-----Aircraft Information-----

Make/Model	- CESSNA 177B	Eng Make/Model	- LYCOMING O-360-A1F6	ELT Installed/Activated	- YES/YES
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 AIRSTRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	AKRON,CO	
Wind Dir/Speed	- 240/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 30
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	- 2200 -UNK/NR
Lowest Ceiling	- 12000 FT BROKEN	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 849
SE LAND	Months Since - 10	Make/Model	- 249
	Aircraft Type - C-177B	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 0
		Last 90 Days	- 16

Instrument Rating(s) - NONE

-----Narrative-----

ACFT COLLIDED WITH DITCH AT END OF STRIP WHILE ABORTING TAKEOFF. TAKEOFF WAS BEING MADE FROM A 2200 FT LONG DIRT FARM STRIP. THE STRIP HAD A SLIGHT UPSLOPE AND THE DENSITY ALTITUDE WAS 6,800 FT. WING FLAPS WERE FOUND IN RETRACTED POSITION AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 250

4/18/85

ALLIANCE,NE

A/C Reg. No. N34908

Time (Lc1) - 1445 MST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 4. AIRSPEED(VLUF) - NOT ATTAINED - PILOT IN COMMAND
 5. ABORTED TAKEOFF - INITIATED - 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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 206 5/07/85 BRIDGEPORT, NE A/C Reg. No. N7655Z Time (Lcl) - 0800 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/003 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
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)
ATP

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-----

PILOT WAS MAKING A TRIAL FLIGHT WITH THOUGHT OF POSSIBLE PURCHASE OF THE AG OPERATION. PILOT MADE FORCED LANDING AFTER FUEL SUPPLY WAS EXHAUSTED. PILOT DECIDED AGAINST PURCHASE AND DEPARTED THE AREA. PILOT HAS NOT BEEN LOCATED OR IDENTIFIED.

Brief of Accident (Continued)

File No. - 206

5/07/85

BRIDGEPORT,NE

A/C Reg. No. N7655Z

Time (Lc1) - 0800 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 319 5/21/85 ADAMS,NE A/C Reg. No. N25868 Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					

-----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 - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/005 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 BEATRICE,NE</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 - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRSTRIIP</p> <p>Airport Data</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 3000 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</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 - 58</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - PA-38</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 113</p> <p>Make/Model- 1</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 1</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS MAKING FIRST LANDING AT AN AG STRIP AND COLLIDED WITH 30 FOOT HIGH UTILITY WIRES WHICH CROSS THE APCH END OF THE STRIP. THE WIRES ARE NOT MARKED.

Brief of Accident (Continued)

File No. - 319

5/21/85

ADAMS,NE

A/C Reg. No. N25868

Time (Lc1) - 1200 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
2. VISUAL LOOKOUT - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. DESCENT - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - WIRE, TRANSMISSION

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) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 307 6/13/85 OGALLALA,NE A/C Reg. No. N83815 Time (Lcl) - 0700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----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-A4A
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 - NWS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORFOLK,NE
Destination
OGALLALA,NE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

UNKNOWN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA28181

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 276	Last 24 Hrs	- UNK/NR
Make/Model-	276	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

PLT REPORTS THAT THE ENG QUIT DUE TO FUEL EXHAUSTION. THE POWER LOSS OCCURRED 2 HRS. AFTER T/O, 3 MI FROM DEST.
PLT HAD TO MANEUVER AROUND OBSTACLE IN FIELD DURING LANDING AND LANDED HARD.

Brief of Accident (Continued)

File No. - 307

6/13/85

OGALLALA, NE

A/C Reg. No. N83815

Time (Lc1) - 0700 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 321 6/20/85 BELGRADE, NE A/C Reg. No. N8336W Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING		Other	0	0	2

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2175	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - 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 - SIMULATED FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MCKEEMAN FARM STRIP</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2600/ 100</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 style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 23</p> <p style="padding-left: 20px;">Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1803</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>38</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>67</td> <td>Last 90 Days-</td> <td>36</td> </tr> </table>	Total	- 1803	Last 24 Hrs	- 2	Make/Model-	38	Last 30 Days-	UNK/NR	Instrument-	67	Last 90 Days-	36
Total	- 1803	Last 24 Hrs	- 2											
Make/Model-	38	Last 30 Days-	UNK/NR											
Instrument-	67	Last 90 Days-	36											

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLIGHT INSTRUCTOR GIVING PRIVATE PILOT A BFR. BFR WAS NEARLY COMPLETED WHEN IP GAVE PILOT A SIMULATED FORCED LANDING OVER HIS OWN FARM STRIP. PILOT WAS MAKING AN EXCELLENT APPROACH UNTIL THE LANDING GEAR HIT THE BARBED WIRE HIDDEN IN THE HIGH GRASS.

Brief of Accident (Continued)

File No. - 321

6/20/85

BELGRADE,NE

A/C Reg. No. N8336W

Time (Lc1) - 2000 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
 4. OBJECT - FENCE
 5. JUDGEMENT - INACCURATE - PILOT IN COMMAND(CFI)
 6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 264 2/14/85 E.MILFORD,NJ A/C Reg. No. N8274W Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
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/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- 290/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 7000 FT
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FARMINGDALE,NY
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

GREENWOOD LAKE
Runway Ident - 26
Runway Lth/Wid - 2306/ 50
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - 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 - 45
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 370 Last 24 Hrs - 0
Make/Model- 370 Last 30 Days- UNK/NR
Instrument- 20 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A PATCH OF ICE ON THE RWY DURING LANDING. CONTROL OF THE ACFT WAS LOST AND IT CONTACTED A SNOW BANK WHICH RESULTED IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 264

2/14/85

E.MILFORD,NJ

A/C Reg. No. N8274W

Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 367 3/08/85 TAOS,NM A/C Reg. No. N9735E Time (Lcl) - 1730 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
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	4

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520KIA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
TAOS,NM
Destination
LINCOLN,NE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

TAOS MUNICIPAL
Runway Ident - 22
Runway Lth/Wid - 5800/ 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 - 3
Aircraft Type - BL 26

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 616	Last 24 Hrs	- UNK/NR
Make/Model-	148	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT HE MADE A LATE DECISION TO ABORT HIS TAKEOFF AND THAT HE WAS UNABLE TO STOP THE ACFT BEFORE IT RAN OFF THE END OF THE RWY INTO SAGE BRUSH COVERED TERRAIN. THE ACFT SUSTAINED DAMAGE BUT NO ONE WAS INJURED.

Brief of Accident (Continued)

File No. - 367

3/08/85

TAOS, NM

A/C Reg. No. N9735E

Time (Lc1) - 1730 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND
 3. ALL AVAILABLE RUNWAY - INADEQUATE - PILOT IN COMMAND
 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 246 3/15/85 ANTON CHICO,NM A/C Reg. No. N4151S Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -CRUISE			0	0	0	1
						3

-----Aircraft Information-----

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MEADE,KS	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	
Wind Dir/Speed- 100/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1500 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 258
SE LAND	Months Since - 22	Make/Model- 157
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT HE WAS ON A VFR NO-FLIGHT-PLAN-FLIGHT FROM MEADE, KS, TO ALBURQUERQUE, NM, WHEN HE SAW A CLOUD BANK AHEAD. WHILE DIVERTING AROUND, HE FLEW INTO HAZE THAT BECAME CLOUDS. RECOVERY FROM STRONG DOWN AND UP DRAFTS DID SUBSTANTIAL DAMAGE TO WINGS, TAIL AND FUSELAGE. PILOT FLEW AIRPLANE BACK TO SAFE LANDING IN MEADE, KS.

Brief of Accident (Continued)

File No. - 246

3/15/85

ANTON CHICO,NM

A/C Reg. No. N4151S

Time (Lc1) - 0900 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. VFR FLIGHT INTO IMC - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 218 4/03/85 ABIQUIU, NM A/C Reg. No. N5060Q Time (Lcl) - 1530 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	2	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310N	Eng Make/Model - CONTINENTAL IO-470-VO	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE, NM	GHOST RANCH
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND, ME LAND	Months Since - 1	Make/Model- 10
	Aircraft Type - A36	Instrument- 80
		Multi-Eng - 400
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKEOFF FROM A ROUGH, UNIMPROVED AIRSTRIp WITH A 3% UPHILL GRADIENT, HIGH DENSITY ALTITUDE, AND GUSTY CROSSWIND CONDITIONS. DURING THE TAKEOFF ROLL, THE PILOT LOST DIRECTIONAL CONTROL, LIFTED THE AIRPLANE OFF THE GROUND, CLEARED A BOUNDARY FENCE, STALLED, AND CRASHED ON THE OTHER SIDE OF THE FENCE.

Brief of Accident (Continued)

File No. - 218

4/03/85

ABIQUIU,NM

A/C Reg. No. N50600

Time (Lc1) - 1530 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - UPHILL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. ROTATION - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - CROSSWIND
7. WEATHER CONDITION - GUSTS
8. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 232 4/06/85 BEULAH,NM

A/C Reg. No. N66387

Time (Lcl) - 1030 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - 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- 320/018 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KILLDEER,ND
Destination
BEULAH,ND

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BEULAH
Runway Ident - 28
Runway Lth/Wid - 3500/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2559	Last 24 Hrs - 2
Make/Model- 210	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE ENCOUNTERED TURBULENCE AND GUSTY WINDS ON LANDING APPROACH TO RUNWAY 28. HE SAID HIS SPEED WAS FAST TO COMPENSATE FOR THESE CONDITIONS BUT THAT HE DID NOT USE A CROSSWIND LANDING TECHNIQUE BECAUSE THE WINDS HAD CALMED DOWN. THE PILOT SAID THAT AS HE FLARED THE AIRPLANE FOR LANDING, A GUST OF WIND FROM THE RIGHT RAISED THE RIGHT WING. THE AIRPLANE WENT OFF THE LEFT SIDE OF THE RUNWAY INTO A SOFT STUBBLE FIELD AND OVERTURNED.

Brief of Accident (Continued)

File No. - 232

4/06/85

BEULAH, NM

A/C Reg. No. N66387

Time (Lcl) - 1030 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 231 4/21/85 SILVER CITY, NM A/C Reg. No. N6727V Time (Lcl) - 1350 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	0	1
Accident Occurred During	-DESCENT			0	0	1	4

-----Aircraft Information-----

Make/Model - BEECH BE36 TC	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 - 3850	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 240/025 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - 1500 FT</p> <p>Lowest Ceiling - 1500 FT OVERCAST</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point DOUGLAS, AZ</p> <p>Destination ALBUQUERQUE, NM</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2685</p> <p>Make/Model- 46</p> <p>Instrument- 321</p> <p>Multi-Eng - 71</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 359</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A WX ENCOUNTER NEAR SILVER CITY, NM. ICING AND TURBULENCE IN IFR CONDITIONS PREVAILED AT THE TIME. THE PLT INITIATED A CLIMB FROM 15,000 FT TO 17,000 FT BECAUSE OF RIME ICE CONDITIONS. THE AUTOPILOT WAS USED DURING THE CLIMB. THE PLT LOOKED AT A CHART AND THE RADIO FREQUENCY. HE SAID THAT THE ACFT HIT SEVERE TURBULENCE AND BANKED OVER 80 DEGREES. IT IS BELIEVED THE ACFT ENTERED A SPLIT S MANEUVER. THE ACFT WAS RECOVERED AT 10,000 FT. NUMEROUS POSITIVE G'S WERE PULLED DURING THE RECOVERY. A PASSENGER SUSTAINED SERIOUS BACK INJURIES.

Brief of Accident (Continued)

File No. - 231

4/21/85

SILVER CITY,NM

A/C Reg. No. N6727V

Time (Lcl) - 1350 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. WEATHER CONDITION - CLOUDS
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #3 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. WING, SKIN - BUCKLED
 6. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 286

5/05/85

ANGLE FIRE,NM

A/C Reg. No. N38327

Time (Lcl) - 1430 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	1	0
Flight Conducted Under	-14 CFR 91	0	0	2	1
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire ON GROUND
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
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- 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
SAME AS ACC/INC
Destination
AMARILLO, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ANGEL FIRE
Runway Ident - 17
Runway Lth/Wid - 6700-N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 31

Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3042
Make/Model-	69
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	202
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF FROM THE 6700 FT LONG RWY WITH A DENSITY ALT OF 10400 FT, TURBULENCE WAS EXPERIENCED AND THE AIRSPEED DECREASED TO APRX 70 KTS. UNABLE TO MAINTAIN ALT, A FORCED LANDING WAS ATTEMPTED DURING WHICH THE ACFT CONTACTED A FENCE. THE PLT REPORTED, "...WE COMPLETED PROCEDURES ACCORDING TO OWNER'S MANUAL FOR WEIGHT AND BALANCE, RUNWAY LENGTH, PERFORMANCE AND RUNUP." THE TAKEOFF WAS ACCOMPLISHED WITH 10 DEGS OF FLAPS LOWERED AND AFTER TAKEOFF THE ACFT WAS ACCELERATED TO 90 KTS. THE MAX DENSITY ALT ON THE TAKEOFF VS DENSITY ALT CHART IN THE FLT HANDBOOK IS 7000 FT. RECOMMENDED SHORT FLD TAKEOFF PROCEDURE CALLS FOR 25 DEGS OF FLAPS AND ACCELERATION TO 80 MPH UNTIL OBSTACLES ARE CLEARED. ANGLE FIRE ARPT IS LOCATED IN A MOUNTAIN VALLEY WITH RISING TERRAIN IN ALL DIRECTIONS.

Brief of Accident (Continued)

File No. - 286

5/05/85

ANGLE FIRE,NM

A/C Reg. No. N38327

Time (Lcl) - 1430 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. PERFORMANCE DATA - IMPROPER USE OF - PILOT IN COMMAND
5. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
6. AIRSPEED - IMPROPER - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
8. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 FIRE
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. FUEL SYSTEM,TANK - PENETRATED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 289 5/06/85 TUCUMCARI,NM A/C Reg. No. N3067L Time (Lcl) - 1620 MDT

-----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-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/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- 190/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT SMITH,AR
Destination
TUCUMCARI,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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	220	Last 24 Hrs -	4
Make/Model-	116	Last 30 Days-	0	
Instrument-	0	Last 90 Days-	30	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A TREE AND A DITCH DURING A FORCED LANDING AFTER A LOSS OF PWR DUE TO FUEL EXHAUSTION. THE RIGHT FUEL GAGE REPORTEDLY INDICATED 6-8 GALLONS OF FUEL IN THE RIGHT TANK WHEN 50 MILES FROM TUCUMCARI MUNICIPAL ARPT. THE PLT REPORTED HE WAS "APPROXIMATELY TEN MINUTES OUT," WHEN HE NOTICED A SUDDEN LOSS OF FUEL ON THE FUEL GAGE AND THE FUEL PRESSURE DROPPED TO "NIL" FOLLOWED BY A TOTAL LOSS OF PWR. THE ACFT WAS LANDED IN A FIELD APRX 1 1/2 MILES SHORT OF THE RWY. TOTAL TIME OF THE FLT WAS 4 HRS 15 MINUTES. THE ACFT USABLE FUEL CAPACITY IS 48 GALLONS AND THE OPERATING MANUAL STATES THE ACFT USES APRX 10 GPH IN CRUISE FLT.

Brief of Accident (Continued)

File No. - 289

5/06/85

TUCUMCARI,NM

A/C Reg. No. N3067L

Time (Lc1) - 1620 MDT

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 - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 291 5/11/85 RESERVE,NM A/C Reg. No. N7439J Time (Lcl) - 1120 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180	Eng Make/Model - CONTINENTAL IO-360-B1E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TUCSON,AZ	RESERVE
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 307
SE LAND	Months Since - UNK/NR	Make/Model- 106
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 81
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 100 FT AGL, THE ACFT STOPPED CLIMBING AND STARTED DESCENDING. UNABLE TO ARREST THE DESCENT, THE PLT ATTEMPTED A FORCED LANDING IN A FIELD. PRIOR TO TOUCHDOWN THE LEFT MAIN GEAR CONTACTED THE TOP OF A BARBED WIRE FENCE AND THE MAIN AND NOSE GEARS COLLAPSED ON LANDING. DENSITY ALT AT TIME OF THE ACCIDENT WAS CALCULATED TO BE 7900 FT. THE MAX DENSITY ALT LISTED ON THE TAKEOFF DISTANCE VS DENSITY ALT CHART IN THE OWNER'S HANDBOOK IS 7000 FT. THE PLT STATED HE BELIEVED EITHER A DOWNDRAFT OR WIND SHEAR WAS ENCOUNTERED AFTER TAKEOFF, HOWEVER, HE REPORTED A WIND VELOCITY OF 8 KTS.

Brief of Accident (Continued)

File No. - 291

5/11/85

RESERVE,NM

A/C Reg. No. N7439J

Time (Lcl) - 1120 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 - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. PROPER ALTITUDE - NOT MAINTAINED - 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 - FENCE

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 400 6/23/85 GALLUP, NM A/C Reg. No. N65184 Time (Lcl) - 1930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

SENATOR CLARKE
Runway Ident - 06
Runway Lth/Wid - 6300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - UNK/NR

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	30	Last 24 Hrs - UNK/NR
Make/Model-	30		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON JUNE 23, 1985, A STUDENT PLT FLYING A C-172 DEPARTED THE SIDE OF THE RWY WHILE LANDING AT GALLUP, NM. HE SAID THAT THE LANDING WAS MADE AT TOO HIGH AN AIRSPEED. UPON DEPARTING THE RWY THE ACFT PROCEEDED INTO A DITCH CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 400

6/23/85

GALLUP,NM

A/C Reg. No. N65184

Time (Lcl) - 1930 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PULL-UP - POOR - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 399 6/26/85 ANGLE FIRE,NM A/C Reg. No. N6504J Time (Lcl) - 1000 MDT

-----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

1

0

Accident Occurred During -LANDING - FLARE/TOUCHDOWN

-----Aircraft Information-----

Make/Model - PIPER PA-28-180

Eng Make/Model - LYCOMING O-360-A4A

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2400

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 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

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ANGEL FIRE

Runway Ident - 35

Runway Lth/Wid - 6800

Runway Surface - DIRT

Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 50

Biennial Flight Review

Current - UNK/NR

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- 0

Multi-eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ON JUNE 26, 1985, A PIPER PA 28-180, DESCENDED AND CRASHED AFTER TAKEOFF FROM ANGEL FIRE AIRPORT, NM. THE PLT REPORTED NO MECHANICAL DIFFICULTIES. THE DENSITY ALT WAS 10609 FT. THE TAKEOFF DISTANCE CHART INDICATES A MAXIMUM DA OF 7000 FT. THE PLT WAS NOT INJURED. HIS WIFE RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 399

6/26/85

ANGLE FIRE,NM

A/C Reg. No. N6504J

Time (Lcl) - 1000 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - EXCEEDED
5. DISTANCE - INADEQUATE - PILOT IN COMMAND
6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. TERRAIN CONDITION - RISING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. STALL/MUSH - CONTINUED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 376 1/25/85 VERDI,NV A/C Reg. No. N1560S Time (Lcl) - 1820 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 - BEECH BE-35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3125
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470
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 - IMC

Wind Dir/Speed- CALM

Visibility - 12.0 SM

Lowest Sky/Clouds - 1500 FT PART OBS

Lowest Ceiling - 4000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - DUSK

Itinerary

Last Departure Point

SAN JOSE,CA

Destination

CARSON CITY,NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - BE-35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 750	Last 24 Hrs	- 2
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Make/Model-	375	Last 30 Days-	5
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Instrument-	7	Last 90 Days-	10
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Instrument Rating(s) - NONE

-----Narrative-----

PILOT IMPACTED RISING TERRAIN WHILE DESCENDING INTO & THRU IFR WEATHER CONDITIONS DURING VFR FLIGHT. LOST VISUAL CONTACT W/GROUND AND BROKE OUT IN MOUNTAINS.

Brief of Accident (Continued)

File No. - 376

1/25/85

VERDI, NV

A/C Reg. No. N1560S

Time (Lc1) - 1820 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. IMPROPER USE OF PROCEDURE, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 6. WEATHER EVALUATION - NOT ATTAINED - PILOT IN COMMAND
 7. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 8. VFR FLIGHT INTO IMC - IMPROPER - PILOT IN COMMAND
 9. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 11. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 12. TERRAIN CONDITION - SNOW COVERED
 13. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 14. JUDGEMENT - POOR - PILOT IN COMMAND
 15. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 16. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 17. REMEDIAL ACTION - 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) 2,4,5,6,7,8,9,11,13,14,15,16,17

Factor(s) relating to this accident is/are finding(s) 1,3,10,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 326 3/10/85 RENO,NV

A/C Reg. No. N7545F

Time (Lcl) - 1014 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CHAMPION 7GC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-290-D2B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 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- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RENO,NV

Destination

RENO,NV

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

NONE

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

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) - NONE

-----Narrative-----

A HARD LANDING OCCURRED AND THE RIGHT MAIN GEAR COLLAPSED. THE AIRCRAFT VEERED TO THE SIDE OF THE RUNWAY WHERE IT CAUGHT FIRE. THE ACFT HAD NO FIRE EXTINGUISHING EQUIPMENT ON BOARD AND THE ACFT WAS THEN DESTROYED BY THE FIRE.

Brief of Accident (Continued)

File No. - 326

3/10/85

RENO,NV

A/C Reg. No. N7545F

Time (Lcl) - 1014 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - PREMATURE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 FIRE
Phase of Operation LANDING - ROLL

Finding(s)

5. FIRE EXTINGUISHER - LACK OF

-----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. - 323 4/06/85 LAS VEGAS,NV A/C Reg. No. N6125N Time (Lcl) - 1535 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	- BEECH BE-23	Eng Make/Model	- LYCOMING O-360-A2G	ELT Installed/Activated	- UNK/NR
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-----

<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- 130/005 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LANCASTER,CA</p> <p>Destination</p> <p>LAS VEGAS,NV</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>HENDERSON SKY HARBOR</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 5000/ 50</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>COMMERCIAL</p> <p>SE LAND,ME LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - BE-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 532</p> <p>Make/Model- 49</p> <p>Instrument- 201</p> <p>Multi-Eng - 276</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 19</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FORCED LANDING WAS MADE DUE TO FUEL EXHAUSTION. A LANDING WAS MADE SHORT OF THE RUNWAY ONTO ROUGH TERRAIN DURING WHICH TIME THE GEAR COLLAPSED. THE PLT'S ROUTE OF FLIGHT WASVERY CLOSE TO AIRPORT'S HAVING FUEL AVAILABLE, BUT THE PLT ELECTED TO CONTINUE TO HIS DESTINATION AIRPORT.

Brief of Accident (Continued)

File No. - 323

4/06/85

LAS VEGAS,NV

A/C Reg. No. N6125N

Time (Lcl) - 1535 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation DESCENT - NORMAL

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - NORMAL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s)

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. - 266 1/20/85 ENDICOTT,NY A/C Reg. No. N9940Z Time (Lcl) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	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	4
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 206G	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 - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ATLANTIC CITY,NJ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ENDICOTT,NY	TRI-CITIES
Wind Dir/Speed- 270/020 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 100
Lowest Sky/Clouds - 12000 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1729
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 336
		Last 90 Days- 171
		Multi-Eng - 655

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE ENG RPM DROPPED TO IDLE WHEN HE MADE HIS SECOND PWR REDUCTION ON DOWNWIND IN PREPARATION FOR LANDING. THE THROTTLE COULD NOT BE PUSHED IN WHEN AN ATTEMPT TO ADD PWR WAS MADE. THE ACFT TOUCHED DOWN SHORT OF THE RWY AND CAME TO REST APRX 320 FT FROM THE APCH END OF THE RWY. CAUSE OF THE THROTTLE CONTROL MALFUNCTION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 266

1/20/85

ENDICOTT, NY

A/C Reg. No. N9940Z

Time (Lcl) - 1030 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. THROTTLE/POWER LEVER - JAMMED
2. THROTTLE/POWER LEVER - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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) 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. - 268 2/08/85 MALONE,NY A/C Reg. No. NCGDVM Time (Lcl) - 1937 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -CRUISE			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-200	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - NO -N/A
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 - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MASSENA,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	FLUSHING,NY	
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1800 FT THIN OVC	Type of Clearance - SPECIAL VFR	Runway Surface - N/A
Lowest Ceiling - 4000 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 125
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 28
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN ON THE SIDE OF A HILL AFTER ENCOUNTERING LOW CEILINGS AND SNOW. THE PLT DEPARTED MASSENA UNDER A SPECIAL VFR CLEARANCE AND AFTER APRX 25 MINUTES HE DECIDED TO RETURN TO MASSENA BECAUSE OF DETERIORATING WEATHER. AFTER FLYING AT 2500 FT MSL FOR APRX 5 MINUTES THE ACFT CONTACTED THE HILLY WOODED AREA.

Brief of Accident (Continued)

File No. - 268

2/08/85

MALONE,NY

A/C Reg. No. NCGDVM

Time (Lcl) - 1937 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - SNOW
 4. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

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. - 303 4/23/85 CLARYVILLE,NY A/C Reg. No. N3401T Time (Lc1) - 1130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	1	1	0

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed-
Visibility - 1.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - OBSCURED
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FREDERICK,MD
Destination
SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	290	Last 24 Hrs	-	6
Make/Model	-	34	Last 30 Days	-	25
Instrument	-	21	Last 90 Days	-	34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED TREES DURING A PRECAUTIONARY LNDG DUE TO THE PLTS EST OF A LOW FUEL STATE. THE FLT HAD PROCEEDED R ENROUTE TO AN INTENDED DEST OF OXFORD ME FROM FREDERICK MD WITHOUT FILLING A FLT PLAN. AFTER APRX 3 HRS OF FLYING ON A 60 DEGREE MAG HDG THE PLT DECIDED TO DESCEND THROUGH THE CLOUD DECK TO LOOK FOR AN ARPT TO REFUEL OR A FIELD FOR A PRECAUTIONARY LNDGING DUE TO LOW FUEL STATE. THE DESCENT WAS MADE FROM 9500 FT TO 3500 FT FINALLY IN DETERIORATING WX. CLARYVILLE NY WAS CIRCLED A FEW TIMES IN AN ATTEMPT AT ORIGINATION. THE PLT NEVER USED THE RADIO,HE SAID,TO TRY FOR 2 WAY COMMUNICATION FOR NAV AID. AN ATTEMPT TO LAND IN A FIELD NW OF CLARYVILLE ENDED IN AN OVERSHOOT & ATTEMPTED GO-AROUND BEFORE FLYING UNDER WIRES & STRIKING TREES. THE ACFT WAS IMPALED ABOUT 12 FT AGL. THE PLT STATED THAT HE NEVER CONSIDERED MAKING A 180 DEGREE TURN DURING THE DETERIORATING WX EVEN THOUGH HE WAS UNSURE OF HIS POSITION WHEN STARTING THE DESCENT FROM 9500 FT. ONE WING TANK WAS RUPTURED IN THE CRASH & THE PLT COULD NOT EST FUEL REMAINING.

Brief of Accident (Continued)

File No. - 303

4/23/85

CLARYVILLE, NY

A/C Reg. No. N3401T

Time (Lc1) - 1130 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
6. WEATHER CONDITION - CLOUDS
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. WEATHER CONDITION - HAZE
9. BECAME LOST/DISORIENTED - DISREGARDED - PILOT IN COMMAND
10. PREFLIGHT BRIEFING SERVICE - NOT ATTAINED - PILOT IN COMMAND
11. IN FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

12. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
13. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

14. OBJECT - TREE(S)
15. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
16. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7,11,16

Factor(s) relating to this accident is/are finding(s) 6,8,9,10,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 339 5/21/85 WESTHAMPTON BCH,NY A/C Reg. No. N26005 Time (Lcl) - 1045 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ISLIP,NY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

SUFFOLK COUNTY
Runway Ident - 24
Runway Lth/Wid - 9000/ 200
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 - 53
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - PA 38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 20900
Make/Model- 300
Instrument- 5000
Multi-Eng - 5125
Last 24 Hrs - UNK/NR
Last 30 Days- 30
Last 90 Days- 60
Rotorcraft - 810

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED IN A FENCE AFTER HITTING A PWR LINE AND TREES DURING A FORCED LNDG AFTER TAKEOFF. THE ENG LOST POWER AFTER A 10 MIN DELAY FOR ATC CLEARANCE DUE TO A MILITARY EXERCISE. THE PLT SAID HE BELIEVED THAT CARB ICE FORMED DURING THE GROUND WAIT FOR ATC CLEARANCE. THE PLT TRIED CARB HEAT AFTER THE PWR LOSS(A GRADUAL DROP IN ENG RPM). THE PLT SAID THAT DURING THE HOLDING HE WAS IDLING THE ENG AT 1100 RPM. THE TEMP WAS 60 DEGREES F, DEW POINT 57 DEGREES.

Brief of Accident (Continued)

File No. - 339

5/21/85

WESTHAMPTON BCH,NY

A/C Reg. No. N26005

Time (Lcl) - 1045 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. DISPATCH PROCEDURES - DELAYED - ATC PERSONNEL(DEP/APCH)
 4. JUDGEMENT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)
 6. OBJECT - WIRE,STATIC
 7. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 369 2/16/85 GALENA, OH A/C Reg. No. N3081B Time (Lcl) - 1230 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	0
Accident Occurred During -LANDING		Other	0	0	0
					None
					1
					0
					1

-----Aircraft Information-----

Make/Model - CESSNA 195B	Eng Make/Model - JACOBS R755B SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 275 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - ACFT RADIO	COLUMBUS, OH	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	GALENA, OH	GROVER
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - 90
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3725
SE LAND, ME LAND	Months Since - 7	Make/Model- 700
	Aircraft Type - 195B	Instrument- 725
		Multi-Eng - 1000
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER WHEN THE MAIN LNDG GEAR HIT A SNOWBANK DURING LNDG. TE PLT STATED THAT HE HAD A X-WIND FROM THE RT SIDE. HE ALLOWED THE ACFT TO DRIFT LEFT INTO THE SNOW.

Brief of Accident (Continued)

File No. - 369

2/16/85

GALENA, OH

A/C Reg. No. N3081B

Time (Lcl) - 1230 EST

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
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
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. - 315 2/16/85 MANSFIELD, OH A/C Reg. No. N93154 Time (Lcl) - 1458 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - IN PERSON	AKRON, OH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MANSFIELD, OH	MANSFIELD LAHM MUNI
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6795/ 150
Lowest Sky/Clouds -	Type of Clearance - SPECIAL VFR	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE		SNOW - DRY
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)
STUDENT	Current - N/A	Total - 53
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 53
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS GIVEN CLEARANCE TO LAND RWY 14, BUT LINED UP & LANDED RWY 05 WHICH WAS SNOW & ICE COVERED. THE PILOT LOST CONTROL ON LANDING ROLL STRIKING A SNOW BANK AND TURNING OVER.

Brief of Accident (Continued)

File No. - 315

2/16/85

MANSFIELD, OH

A/C Reg. No. N93154

Time (Lcl) - 1458 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation HOVER

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL
2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY, PISTON - INCORRECT
4. ENGINE ASSEMBLY, VALVE - IMPROPER

*These findings completely
changed and updated
in AAB 87/02 p. 40-41*

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
7. SUPERVISION - INATTENTIVE - PILOT IN COMMAND(CFI)
8. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
9. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - DUAL STUDENT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6,7

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 313 2/17/85 HAMILTON,OH A/C Reg. No. N21089 Time (Lcl) - 2200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 200/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - UNK/NR

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 - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HAMILTON
Runway Ident - 29
Runway Lth/Wid - 5440/ 80
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 113	Last 24 Hrs	- 1
Make/Model-	9	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN SNOW DURING LNDG, THE FAA INSPECTOR AT THE SCENE THE FOLLOWING DAY FOUND THE ACFT OFF THE LEFT SIDE OF THE RWY IN THE SNOW. THE ACFT TRACKS INDICATED THAT THE LNDG WAS MADE TOO FAR TO THE LEFT WHICH ALLOWED THE LEFT LNDG GEAR TO ENTER THE UNPLOWED DEEP SNOW AND TRIP THE ACFT, WHICH THEN NOSED OVER TO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 313

2/17/85

HAMILTON, OH

A/C Reg. No. N21089

Time (Lcl) - 2200 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
 4. DIRECTIONAL CONTROL - UNCONTROLLED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 368 2/17/85 GROVE CITY, OH A/C Reg. No. N6456K Time (Lcl) - 1655 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
COLUMBUS, OH
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BOLTON
Runway Ident - 22
Runway Lth/Wid - 5200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

Basic Weather - VMC
Wind Dir/Speed- 260/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1500 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 - TRAFFIC PATTERN
TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	137	Last 24 Hrs	-	1
Make/Model	-	13	Last 30 Days	-	UNK/NR
Instrument	-	3	Last 90 Days	-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN A SNOW-COVERED FIELD DURING A FORCED LNDG AFTER A POWER LOSS FOLLOWING TAKE-OFF. THE PLT WAS PERFORMING TOUCH & GO LNDGS. INVESTIGATION DISCLOSED MOISTURE IN THE ACFT FUEL SYSTEM. SURFACE TEMP WAS 35 DEGREES F & THE DEW POINT WAS 22 DEGREES.

Brief of Accident (Continued)

File No. - 368

2/17/85

GROVE CITY, OH

A/C Reg. No. N6456K

Time (Lc1) - 1655 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. FLUID, WATER - FUEL
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SLUSH COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7

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. - 343 2/23/85 COLDWATER,OH

A/C Reg. No. N231GX

Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	3	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY AIRCRAFT CORP. M20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-GB1
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- 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
CELINA,OH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 26

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2275	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 307	Last 90 Days	- UNK/NR
Multi-Eng	- 312	Rotorcraft	- 1341

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE FLIGHT DEPARTED WITHOUT A PRE-FLIGHT INSPECTION, ENGINE RUN UP, OR RADIO CALL ON UNICOM. THE AIRCRAFT WAS OBSERVED DOING LOW ALTITUDE AEROBATIC MANEUVERS. WITNESSES OBSERVED THE AIRCRAFT NOSE OVER AND IMPACT THE GROUND IN A NEAR VERTICA ATTITUDE FROM ABOUT 200 FT AGL. THE ENGINE WAS HEARD TO BE OPERATING AT OR NEAR FULL POWER UP TO IMPACT.

Brief of Accident (Continued)

File No. - 343

2/23/85

COLDWATER, OH

A/C Reg. No. N231GX

Time (Lc1) - 1530 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 392 3/09/85 CENTER VILLAGE, OH A/C Reg. No. N5125U Time (Lcl) - 1715 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation - INSTRUCTIONAL	Fire	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0
Accident Occurred During -HOVER				

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	COLUMBUS, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AGUST ACRES
Wind Dir/Speed- 310/016 KTS	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 - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 54523
SE LAND, ME LAND	Months Since - 7	Make/Model- 1057
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1092
		Multi-Eng - 2544
		Last 24 Hrs - 43
		Last 30 Days- UNK/NR
		Last 90 Days- 688
		Rotorcraft - 1438

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE STUDENT PLT PRACTICED HOVERING 8 TO 12 INCHES AGL THE HEEL OF THE RIGHT SKID CONTACTED THE GROUND. THE CFI STATED HE DID NOT NOTICE THE HELICOPTER DRIFTING OR DESCENDING BUT WHEN THE GROUND CONTACT WAS FELT HE TOOK OVER THE CONTROLS. UP COLLECTIVE AND LEFT CYCLIC WAS APPLIED BUT THE RIGHT SKID CONTACTED THE GROUND ONCE AGAIN. THE SKID DUG INTO THE SOFT SOD AND THE HELICOPTER ROLLED OVER TO THE RIGHT.

Brief of Accident (Continued)

File No. - 392

3/09/85

CENTER VILLAGE, OH

A/C Reg. No. N5125U

Time (Lc1) - 1715 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation HOVER

Finding(s)

1. TERRAIN CONDITION - GROUND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. CLEARANCE - NOT MAINTAINED - DUAL STUDENT
 4. VISUAL LOOKOUT - NOT PERFORMED - PILOT IN COMMAND(CFI)
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
 6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
-

Occurrence #2 ROLL OVER

Phase of Operation HOVER

-----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. - 349

4/07/85

RAVENNA, OH

A/C Reg. No. N3280

Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - SMELKO CVJETKOVIC CA-65
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
RAVENNA, OH
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PORTAGE CO.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - WET

Wind Dir/Speed- 220/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 4000 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 - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 63

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	4251
Make/Model-	48
Instrument-	572
Multi-Eng -	560
Last 24 Hrs -	5
Last 30 Days-	UNK/NR
Last 90 Days-	14
Rotorcraft -	5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FORCED LANDING WAS MADE IN AN OPEN SOFT FIELD AFTER A TOTAL LOSS OF POWER OCCURRED WHILE ON FINAL APCH. THE ACFT NOSED OVER DURING THE LANDING. THE PLT ATTEMPTED TO TRANSFER FUEL FROM THE REAR FUEL TANK TO THE EMPTY FRONT TANK BUT DID NOT HAVE SUFFICIENT ALT TO ACCOMPLISH THE TASK. FUEL IS GRAVITY FED TO THE ENGINE BY ONLY THE FRONT TANK.

Brief of Accident (Continued)

File No. - 349

4/07/85

RAVENNA, OH

A/C Reg. No. N3280

Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. REFUELING - DISREGARDED - PILOT IN COMMAND
 4. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 354 4/12/85 PHILLIPSBURG, OH A/C Reg. No. N55211 Time (Lc1) - 2013 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	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 - CESSNA 172P	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	DECATUR, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PHILLIPSBURG
Wind Dir/Speed- 200/005 KTS		Runway Ident - 21
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2750/ 34
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 473
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 50
		Instrument- 56
		Last 30 Days- UNK/NR
		Last 90 Days- 45
		Multi-Eng - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT VFR APPROACH TO A STRANGE AIRPORT THE ACFT STRUCK POWER LINES LOCATED ONE-HALF MILE FROM THE END OF THE RWY. THE PLT STATED THAT SHE WAS UNAWARE OF THE WIRES & WAS NOT AWARE THAT HER ACFT HAD COLLIDED WITH THEM UNTIL HER FORWARD PROGRESS WAS HALTED AND HER ACFT STRUCK THE GROUND. WHEN SHE EXITED THE ACFT AFTER THE ACCIDENT SHE SAW THE WIRES WRAPPED AROUND THE NOSE GEAR AND REALIZED WHAT HAD HAPPENED. THE POWER LINE, WHICH IS 30 FEET ABOVE THE GROUND, IS NOT MARKED WITH OBSTRUCTION LIGHTS.

Brief of Accident (Continued)

File No. - 354

4/12/85

PHILLIPSBURG, OH

A/C Reg. No. N55211

Time (Lcl) - 2013 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER GLIDEPATH - NOT FOLLOWED - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 353 4/20/85 COLUMBUS, OH A/C Reg. No. N4145U Time (Lcl) - 1233 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - CESSNA 150D

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONT MOTOR O-200 SERIES

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 - NWS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 280/007 KTS

Visibility - 7.0 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

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

PORT COLUMBUS

Runway Ident - 28

Runway Lth/Wid - 6000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 27

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 - 256 Last 24 Hrs - 12

Make/Model- 256 Last 30 Days- UNK/NR

Instrument- 12 Last 90 Days- 168

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY WHERE THE NOSE GEAR COLLAPSED. SKID MARKS WERE FOUND ON THE RWY WHERE THE PLT ATTEMPTED REMEDIAL ACTION BY APPLYING BRAKES.

Brief of Accident (Continued)

File No. - 353

4/20/85

COLUMBUS, OH

A/C Reg. No. N4145U

Time (Lcl) - 1233 EST

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, EXPERIENCE - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 327 3/17/85 DUFUR,OR A/C Reg. No. N5326 Time (Lcl) - 0950 PST

-----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
Other	0	0	0	1

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164-A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - PRATT&WHITNEY R-1340
Number Engines - 1
Engine Type - TURBOSHAFT
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- 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
DUFUR,OR
Destination
DUFUR,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NONE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 39

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	- 2400	Last 24 Hrs	- 6
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	40
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A LOSS OF POWER OCCURRED DURING AERIAL APPLICATION AND A FORCED LANDING WAS MADE ONTO A FIELD. THE RIGHT MAIN GEAR SANK INTO A HOLE AND WAS TORN OFF. THE ACFT THEN FLIPPED INVERTED. THE THROTTLE LEAKAGE WAS FOUND TO BE BROKEN.

Brief of Accident (Continued)

File No. - 327

3/17/85

DUFUR,OR

A/C Reg. No. N5326

Time (Lc1) - 0950 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 324 5/19/85 EUGENE, OR A/C Reg. No. N37993 Time (Lcl) - 1440 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING		Other	0	1	0
			0	2	2

-----Aircraft Information-----

Make/Model - RINGSDORF-MCCONNELL VARI-EZE	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1110	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EUGENE, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	UNKNOWN
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2925
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 594
		Instrument- 26
		Last 30 Days- 16
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAS A FUSELAGE FUEL TANK WHICH HOLDS ONLY TWO GALLONS AS WELL AS TWO WING FUEL TANKS. THE PILOT DEPARTED THE AIRPORT ON THE FUSELAGE TANK AND THE ENGINE CEASED OPERATING BEFORE HE REALIZED HE NEEDED TO CHANGE THE FUEL SELECTOR. AN UNSUCCESSFUL RESTART WAS ATTEMPTED FOLLOWED BY A FORCED LANDING STRAIGHT AHEAD INTO TREES.

Brief of Accident (Continued)

File No. - 324

5/19/85

EUGENE, OR

A/C Reg. No. N37993

Time (Lc1) - 1440 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FUEL TANK SELECTOR POSITION - NOT FOLLOWED - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 270 1/07/85 NORTH EAST, PA A/C Reg. No. N91046 Time (Lcl) - 2030 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CARROLL AIR SERVICE INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	Fatal	Injuries		
Accident Occurred During	-LANDING		Pass	0	Serious	Minor	None
				0	0	0	1
							0

-----Aircraft Information-----

Make/Model	- CESSNA C207	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	ROCHESTER, NY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	ERIE, PA		Runway Ident	- N/A
Wind Dir/Speed	- 270/020 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 4000 FT	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- 4000 FT BROKEN	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 11508
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model	- 4248
	Aircraft Type - UNK/NR	Instrument	- 682
		Multi-Eng	- 182
		Last 24 Hrs	- 9
		Last 30 Days	- UNK/NR
		Last 90 Days	- 373

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A GRAPE VINEYARD. THE PLT STATED THAT A TTL LOSS OF PWR OCCURRED DURING AN APCH TO ERIE INT'L ARPT WHILE PASSING THROUGH 3200 FT MSL. THE PLT PERFORMED EMERGENCY PROCEDURES AND WAS ABLE TO REGAIN PARTIAL PWR WHICH WAS INSUFFICIENT TO MAINTAIN ALT. THE PLT REPORTED THAT THE LOSS OF PWR OCCURRED DUE TO A FAILURE OF THE ENG DRIVEN FUEL PUMP. HE CONTINUED TO STATE THAT A BLOCKAGE IN THE FUEL LINE PREVENTED THE AUX FUEL PUMP FROM OPERATING NORMALLY.

Brief of Accident (Continued)

File No. - 270

1/07/85

NORTH EAST, PA

A/C Reg. No. N91046

Time (Lc1) - 2030 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
 2. FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
-

-----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. - 271 1/16/85 FRANKLIN, PA A/C Reg. No. N5497P Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152II	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT</p> <p>Lowest Ceiling - 5000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ERIE, PA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>FRANKLIN</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2400/ 150</p> <p>Runway Surface - SNOW</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1015</p> <p>Make/Model- 367</p> <p>Instrument- 128</p> <p>Multi-Eng - 216</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 151</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A NOSE GEAR COLLAPSE DURING A LANDING IN DEEP SNOW AT FRANKLIN CENTER ARPT AFTER A PARTIAL LOSS OR PWR. THE CFI AND STUDENT WERE PRACTICING APCH TO LANDING STALL RECOVERY WHEN THE ENG FAILED TO PRODUCE FULL PWR. THERE WAS UNSUFFICIENT PWR TO MAINTAIN ALT, SO THE CFI DECIDED TO LAND AT FRANKLIN CENTER. WHEN THE ACFT TOUCHED DOWN THE NOSE GEAR COLLAPSED AND THE ACFT SLID TO A STOP. PARTIAL PWR WAS MAINTAINED THROUGHOUT THE LANDING. THE PLT STATED THE RWY WAS COVERED WITH APRX 1 FOOT OF SNOW.

Brief of Accident (Continued)

File No. - 271

1/16/85

FRANKLIN, PA

A/C Reg. No. N5497P

Time (Lc1) - 1515 EST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - SNOW COVERED
3. POWER ON LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 265 1/21/85 JOHNSTOWN, PA A/C Reg. No. N212NE Time (Lcl) - 1003 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - POSITIONING

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - GATES LEARJET 25D

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 15000

No. of Seats - 10

Eng Make/Model - GEN. ELEC. GECJ610-6

Number Engines - 2

Engine Type - TURBOJET

Rated Power - 2950 LBS THRUST

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT

Basic Weather - IMC

Wind Dir/Speed- 250/018 KTS

Visibility - 1.000 SM

Lowest Sky/Clouds - 1000 FT

Lowest Ceiling - 1000 FT OVERCAST

Obstructions to Vision- BLOWING SNOW

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

CAMDEN, SC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

JOHNSTOWN

Runway Ident - 33

Runway Lth/Wid - 5486/ 150

Runway Surface - ASPHALT

Runway Status - SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

Age - 25

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3186

Make/Model- 740

Instrument- 425

Multi-Eng - 1562

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE END OF RWY 33 DURING AN ABORTED TAKEOFF. DURING THE TAKEOFF GROUND RUN THE ACFT INADVERTENTLY BECAME AIRBORNE AT AN AIRSPEED BWT 80-150 KTS AND ASCENDED TO AN ALT OF APRX 30 FT AGL. THE PLT CORRECTED FOR LEFT YAW WHICH WAS PRESENT AND DECIDED TO ABORT THE TAKEOFF. THE ACFT CAME TO REST APRX 3500 FT FROM THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 265

1/21/85

JOHNSTOWN, PA

A/C Reg. No. N212NE

Time (Lc1) - 1003 EST

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 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

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. - 263 2/17/85 JEANNETTE, PA A/C Reg. No. N69142 Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 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	BOQUET AIRPARK
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 35
Lowest Sky/Clouds - 3000 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 - 18	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 - 0
	Aircraft Type - N/A	Make/Model- 25
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TAKEOFFS AND LANDINGS WHEN ON THE SECOND LANDING THE ACFT BOUNCED. THE ACFT DRIFTED LEFT OF THE CENTERLINE AND LANDED WITH THE LEFT MAIN GEAR IN SOFT, WET SNOW. THE ACFT CONTINUED TO ROLL OVER THE SNOW FOR APRX 200 FT WHERE IT NOSED OVER AFTER CONTACTING AN AREA OF MUD.

Brief of Accident (Continued)

File No. - 263

2/17/85

JEANNETTE, PA

A/C Reg. No. N69142

Time (Lc1) - 1330 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
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) 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. - 293 4/20/85 CONNELLSVILLE, PA A/C Reg. No. N39322 Time (Lc1) - 1445 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	0	0

-----Aircraft Information-----

Make/Model - ISTVANICK ZIPPPY SPORT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 784
No. of Seats - 1

Eng Make/Model - REVEMASTER SAA CITRUEN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 32 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CONNELLSVILLE
Runway Ident - 23
Runway Lth/Wid - 3840/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 69

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3800	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. PLT STATED HE PERFORMED 3 HIGH SPEED TAXI RUNS DURING WHICH THE ACFT AND ENG OPERATED NORMALLY. WITNESSES STATED THE ACFT BECAME AIRBORNE ON THE 4TH TAXI RUN, CLIMBED TO APRX 75 FT AGL AND BEGAN LOSING ALT WHEN A LEFT TURN TO DOWNWIND WAS ENTERED. INSPECTION OF THE ACFT DISCLOSED THE 2 POSITION FUEL SELECTOR VALVE WAS STIFF TO MOVE. REMOVAL OF THE SELECTOR VALVE REVEALED THE ROTATING SHAFT SEAL GASKET HAD DETERIORATED BLOCKING APRX 50% OF THE INLET FUEL FLOW AND APRX 60-65% OF THE OUTLET FUEL FLOW. THIS WAS THE 1ST FLT OF THE EXPERIMENTAL HOMEBUILT ACFT.

Brief of Accident (Continued)

File No. - 293

4/20/85

CONNELLSVILLE, PA

A/C Reg. No. N39322

Time (Lc1) - 1445 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - BLOCKED(PARTIAL)
 2. FLUID, FUEL - STARVATION
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 242 5/04/85 AUBURN CENTER, PA A/C Reg. No. N6851H Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-A2D	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	OFF AIRPORT/STRIP
Method - N/A	CALDWELL, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FRANK GOMBERG ARPT.
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1732/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	GO AROUND	SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1774
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 64
		Instrument- 4
		Last 30 Days- 20
		Last 90 Days- 73

Instrument Rating(s) - NONE

-----Narrative-----

DURING ATTEMPTED LANDING ON A NON-CERTIFICATED STRIP, PLT ATTEMPTED A GO AROUND. THE ACFT STRUCK A GROUNDING CABLE WHICH WAS STRETCHED BETWEEN TWO TELEPHONE POLES NEAR THE END OF THE AIRSTRIIP. THE ACFT THEN TRAVELED APRX 120 FT BEFORE CONTACTING TREES. WHEN LANDING TO THE NORTH, THE AIRSTRIIP HAS AN APRX 5 DEG UPSLOPE.

Brief of Accident (Continued)

File No. - 242

5/04/85

AUBURN CENTER, PA

A/C Reg. No. N6851H

Time (Lc1) - 1000 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. OBJECT - WIRE, STATIC
 4. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 272 4/19/85 COLUMBIA, SC A/C Reg. No. N8047P Time (Lcl) - 2220 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-BUSINESS	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	- PIPER PA-32R-301	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6500	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 - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GREENVILLE, SC	COLUMBIA METRO
Wind Dir/Speed- 230/006 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8200/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1875	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 23	Make/Model- 181	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 263	Last 90 Days- 100
		Multi-Eng - 325	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF THE RIGHT MAIN GEAR STRUCK A LARGE DOG WHICH RAN ONTO THE RWY. THE TAKEOFF WAS CONTINUED & THE PLT CIRCLED THE ARPT FOR 2 HRS TO BURN OFF EXCESS FUEL BEFORE PERFORMING A LDG WITH THE NOSE GEAR & THE LEFT MAIN LDG GEAR RETRACTED. THE RIGHT LDG GEAR WAS BROKEN AS A RESULT OF THE COLLISION WITH THE DOG.

Brief of Accident (Continued)

File No. - 272

4/19/85

COLUMBIA, SC

A/C Reg. No. N8047P

Time (Lcl) - 2220 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - ANIMAL(S)
2. LIGHT CONDITION - DUSK
3. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 380 4/19/85 SALUDA, SC A/C Reg. No. N1819V Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	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	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALUDA, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANCASTER, SC	ETHRIDGE
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
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 - 494
SE LAND	Months Since - 21	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 494
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED A TAKEOFF WITH THE CARB HEAT IN THE "ON" POSITION. ACCORDING TO THE PLT, DURING INITIAL CLIMB THE ACFT LOST POWER AND HE WAS UNABLE TO MAINTAIN ALTITUDE. THE PLT MADE A FORCED LANDING IN A PASTURE ABOUT 1 MI. FROM THE AIRPORT.

Brief of Accident (Continued)

File No. - 380

4/19/85

SALUDA, SC

A/C Reg. No. N1819V

Time (Lcl) - 1400 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 2. CHECKLIST - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----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. - 337 4/25/85 HILTON HEAD, SC A/C Reg. No. N679BL Time (Lc1) - 1730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-CB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAVANNAH, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HILTON HEAD
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2276
SE LAND, ME LAND	Months Since - 20	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 98
		Last 30 Days- UNK/NR
		Instrument- 489
		Last 90 Days- 54
		Multi-Eng - 862

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE LANDING GEAR SELECTOR WAS PLACED IN THE DOWN POSITION WHILE ON DOWNWIND FOR LDG & UPON TOUCHDOWN THE LANDING GEAR COLLAPSED. POST CRASH EXAMINATION OF THE LANDING GEAR FAILED TO DISCLOSE ANY MECHANICAL FAILURE OR MALFUNCTION OF THE LANDING GEAR SYSTEM. THE LANDING GEAR WAS EXTENDED AND RETRACTED BOTH ELECTRICALLY AND MANUALLY WITH NO DESCREPARNCIES NOTED.

Brief of Accident (Continued)

File No. - 337

4/25/85

HILTON HEAD, SC

A/C Reg. No. N679BL

Time (Lc1) - 1730 EST

Occurrence

GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
 2. CHECKLIST - NOT USED - PILOT IN COMMAND
 3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 322 5/01/85 NO.MYRTLE BCH,SC A/C Reg. No. N5292G Time (Lc1) - 1016 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BANNER TOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0
Other		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONT MOTOR O-470 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 213 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

GRAND STRAND
Runway Ident - 05
Runway Lth/Wid - 5996/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	955
Make/Model-	35
Instrument-	38
Multi-Eng -	75
Last 24 Hrs -	6
Last 30 Days-	UNK/NR
Last 90 Days-	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A BANNER PICKUP THE PLT WAS INSTRUCTED BY COMPANY GROUP AND CREW TO RELEASE THE BANNER DUE TO A FOULED PICKUP. THE BANNER WAS RELEASED DURING A STEEP CLIMB OUT ALTITUDE. AS THE BANNER WAS RELEASED THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & CRASHED ON THE WEST SIDE OF RWY 05. THE UNINJURED PLT WAS REMOVED FROM THE ACFT BY GROUND PERSONNEL & THE ACFT WAS DESTROYED BY POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 322

5/01/85

NO.MYRTLE BCH,SC

A/C Reg. No. N5292G

Time (Lc1) - 1016 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - GROUND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 238 3/19/85 WESBTER,SD A/C Reg. No. N7979B Time (Lcl) - 1500 CST

-----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	-TAKEOFF	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	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 - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/005 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WEBSTER</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 1800/ 300</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 35 Last 24 Hrs - 3
	Months Since - N/A	Make/Model- 35 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT MADE A TOUCH AND GO LANDING ON A GRASS RUNWAY. THE AIRPLANE BOUNCED 6 FEET IN THE AIR DURING LANDING AND A GO AROUND WAS INITIATED. THE AIRPLANE WAS THEN ON A COLLISION COURSE WITH AIRPORT OBSTACLES. THE PILOT INITIATED A LEFT TURN, THE AIRCRAFT STALLED AND IMPACTED THE GROUND. THE STUDENT PILOT SAID THE INITIAL LANDING BOUNCE WAS A RESULT OF CROSSING A DRAINAGE DITCH IN THE RUNWAY.

Brief of Accident (Continued)

File No. - 238

3/19/85

WESBTER,SD

A/C Reg. No. N7979B

Time (Lc1) - 1500 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. GO-AROUND - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL - INADVERTENT - 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. - 284 5/21/85 CLAIRE CITY,SD A/C Reg. No. N2382Y Time (Lcl) - 0715 CDT

-----Basic Information-----

Type Operating Certificate	-AGRICULTURAL AIRCRAFT	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-DESCENT			0	0	1	0
				0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-36	Eng Make/Model	- LYCOMING IO-720-D1CD	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 3900	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 375 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SISSETON,SD			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 35.0 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	- UNK/NR				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8200	Last 24 Hrs - 5
SE LAND	Months Since - 23	Make/Model - 7000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 55
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES DURING AN AERIAL APPLICATION FLT. THE POWER LINES WERE LOCATED IN THE MIDDLE OF THE FIELD BEING SPRAYED AND DURING THE LAST SPRAY RUN, WHILE FLYING INTO THE SUN, THE ACFT CONTACTED THE LINES.

Brief of Accident (Continued)

File No. - 284

5/21/85

CLAIRE CITY,SD

A/C Reg. No. N2382Y

Time (Lc1) - 0715 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. LIGHT CONDITION - SUNGLARE
 3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 230 2/02/85 HARTFORD,TN A/C Reg. No. N8572G Time (Lcl) - 1425 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BRISTOL,TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KNOXVILLE,TN	
Wind Dir/Speed- 280/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150	Make/Model- 60
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS INFORMED DURING WX BRIEFING THAT VFR WAS NOT RECOMMENDED BECAUSE OF LOW CLOUDS. PLT ELECTED TO TAKEOFF AND FOLLOW I-90, HOWEVER, WX CONDITIONS WERE POOR AND PLT EXECUTED A CLIMB TO 10000 FT TO CLEAR THE CLOUD LAYER. WHILE EN ROUTE THE PLT TUNED TO THE ASHVILLE VOR AND TRACKED TO A LOCATION HE THOUGHT WAS IN THE VICINITY OF THE ARPT. A DESCENT WAS MADE THROUGH BREAKS IN THE CLOUDS TO 5500 FT. THE DESCENT WAS THEN CONTINUED TO 4000 FT WHERE THE PLT APPLIED POWER AND THE ACFT CONTACTED A MOUNTAIN.

Brief of Accident (Continued)

File No. - 230

2/02/85

HARTFORD, TN

A/C Reg. No. N8572G

Time (Lc1) - 1425 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. OBJECT - LOW CEILING
 2. WEATHER OBSERVATION - DISREGARDED - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

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) 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. - 335 3/02/85 MADISONVILLE,TN A/C Reg. No. N4654 Time (Lcl) - 1554 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED					
Type of Operation	-AGRICULTURAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 137	ON GROUND	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
						None
						1
						0

-----Aircraft Information-----

Make/Model	- GRUMMAN AG-CAT-G-114	Eng Make/Model	- P&W R985	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	MADISONVILLE,TN
Completeness	- N/A	Destination
Basic Weather	- VMC	MADISONVILLE,TN
Wind Dir/Speed	- UNK/NR	Airport Data
Visibility	- UNK/NR	Runway Ident
Lowest Sky/Clouds	- CLEAR	- N/A
Lowest Ceiling	-	Runway Lth/Wid
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Surface
Condition of Light	- DAYLIGHT	- N/A
	ATC/Airspace	Runway Status
	Type of Flight Plan	- NONE
	Type of Clearance	- NONE
	Type Apch/Lndg	- PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 2	4000
	Aircraft Type	- G-164	Make/Model
			250
			Instrument
			83
			Last 24 Hrs
			- 20
			Last 30 Days
			- 25
			Last 90 Days
			- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN AN OPEN PASTURE AFTER LOSS OF POWER FOLLOWING A TAKEOFF FROM AN ADJACENT PASTURE. THE ACFT HAD EXPERIENCED A POWER LOSS A FEW MINUTES EARLIER WHICH HAD FORCED THE PLT TO MAKE AN EMERGENCY LNDG. AFTER GRND CHECKING THE POWERPLANT THE PLT DECIDED TO MAKE A 2ND ATTEMPT AT FLYING. THE 2ND TAKEOFF RESULTED IN A PWR LOSS AND THE 2ND FORCED LNDG ENDED IN AN ACCIDENT. THE PLT REPORTED AFTER THE ACCIDENT THAT MISSING ENG PROBLEMS HAD OCCURED ON OTHER OCCASIONS PRIOR TO THE MALFUNCTIONS ON THIS DAY. THE DESTRUCTION OF THE ENG BY FIRE FOLLOWING THE CRASH PRECLUDED A COMPLETE ENG EXAM TO FIRMLY ESTABLISH A REASON FOR THE ENG MALFUNCTIONS. THE PLT REPORTED THAT HE "DUMPED" THE ACFT DURING LNDG INTO A FENCE TO AVOID HITTING PEOPLE ON AN ADJACENT GOLF COURSE. HE ALSO SAID HE SHOULD HAVE DUMPED THE "AG" LOAD & STOPPED TO THINK BEFORE A TAKEOFF OF THIS NATURE. THE ENG HAD ONLY OPERATED 20 FLT HRS SINCE INSPECTION.

Brief of Accident (Continued)

File No. - 335

3/02/85

MADISONVILLE, TN

A/C Reg. No. N4654

Time (Lc1) - 1554 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
 5. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - FENCE
 7. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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. - 310 3/07/85 MEMPHIS, TN A/C Reg. No. N6489M Time (Lcl) - 0933 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MEMPHIS INTERNATIONAL
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8926/ 150
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

ACFT BOUNCED DURING LNDG IN 10KT X-WIND. THE STU PLT WAS ON HIS 3RD UNSUPVR SOLO. THE ACFT WENT OFF THE RWY ON THE RT SIDE & COLLAPSED THE NOSE LNDG GEAR. THE STUDENT HAD 28 HRS TOTAL FLT TIME WITH A LOGBOOK RESTRICTION ENTERED BY HIS INSTRUCTOR TO RESTRICT LNDGS TO 12KT WIND WITH A MAX X-WIND COMPONENT OF 8KTS.

Brief of Accident (Continued)

File No. - 310

3/07/85

MEMPHIS, TN

A/C Reg. No. N6489M

Time (Lc1) - 0933 CST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 6. REMEDIAL ACTION - NOT USED - PILOT IN COMMAND
 7. IMPROPER DECISION, EXPECTANCY - PILOT IN COMMAND
 8. IMPROPER DECISION, 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) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 334 3/16/85 ERIN, TN A/C Reg. No. N73DB Time (Lcl) - 1445 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -SIGHTSEEING	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	1	1

-----Aircraft Information-----

Make/Model - BELL DAYTONA BEACH AVIAT 47G	Eng Make/Model - FRANKLIN 6V-335-A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/005 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 - UNK/NR	Runway Status - N/A
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 - 1154
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 75
		Last 30 Days- UNK/NR
		Instrument- 164
		Last 90 Days- 32
		Multi-Eng - 17
		Rotorcraft - 1064

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER A POWER LOSS AT LOW ALT. DURING APPROACH TO TOUCHDOWN, THE PILOT BLEW OFF ROTOR RPM ATTEMPTING TO CLEAR POWER LINES ACROSS HIS APPROACH PATH. THIS RESULTED IN A LACK OF ROTOR ENERGY NECESSARY FOR AN AUTOROTATION LANDING. A HARD LANDING RESULTED. CARBURETOR HEAT WAS NOT USED EXCEPT DURING INITIAL RUNUP AND WEATHER CONDITIONS WERE FAVORABLE FOR CARBURETOR ICE FORMATION.

Brief of Accident (Continued)

File No. - 334

3/16/85

ERIN,TN

A/C Reg. No. N73DB

Time (Lcl) - 1445 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 309 4/18/85 ELIZABETHTON, TN A/C Reg. No. N86756 Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 220/008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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;">ELIZABETHTON</p> <p>Runway Ident - 40</p> <p>Runway Lth/Wid - 4000 -UNK/NR</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 813
SE LAND	Months Since - 3	Make/Model- 50
	Aircraft Type - 8GCBC	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LOST DIRECTIONAL CONTROL DURING LANDING AND SKIDDED OF THE LEFT SIDE OF RUNWAY. PILOT REPORTED WINDSHIFT.

Brief of Accident (Continued)

File No. - 309

4/18/85

ELIZABETHTON, TN

A/C Reg. No. N86756

Time (Lc1) - 1115 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 207 4/20/85 ARLINGTON, TN A/C Reg. No. N7406W Time (Lc1) - 1130 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	1	0
Accident Occurred During -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING LO-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ROSSVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ARLINGTON, TN	ARLINGTON AIRPORT
Wind Dir/Speed- 180/011 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - UNK/NR
SE LAND	Months Since - 25	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 97
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE RWY DURING LANDING AND CONTACTED A DITCH. A LEFT QUARTERING TAILWIND WAS PRESENT AT THE TIME OF THE LANDING.

Brief of Accident (Continued)

File No. - 207

4/20/85

ARLINGTON, TN

A/C Reg. No. N7406W

Time (Lc1) - 1130 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 397 1/08/85 SALT LAKE CITY,UT A/C Reg. No. N2681B Time (Lcl) - 0627 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -REGIONAL EXPRESS CO	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					1

-----Aircraft Information-----

Make/Model - CESSNA 404	Eng Make/Model - CONTINENTAL GTSIO-520-M2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	IDAHO FALLS,ID	SALT LAKE CITY INT'L
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Ident - 34L
Visibility - 25.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 12000/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OBSCURED	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - WET
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 3341
SE LAND,ME LAND	Months Since - 3	Make/Model- 89
	Aircraft Type - 402/404	Instrument- 249
		Multi-Eng - 1135
		Last 24 Hrs - 1
		Last 30 Days- 16
		Last 90 Days- 129

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED RWY 34L AT SALT LAKE CITY INTERNATIONAL AIRPORT IN IMC. THERE WAS MODERATE SNOWFALL AT THE TIME. THE PLT SAID THAT SHORTLY AFTER LIFING OFF, AT AN ALT OF APRX 200 FEET AGL, BOTH ENGINES BEGAN RUNNING ROUGH. ALL ENG INSTRUMENTS WERE SAID TO BE NORMAL. THE PLT SAID HE APPLIED ALTERNATE AIR BUT OBSERVED NO CHANGE AND CLOSED HEM. THE AIRPLANE BEGAN LOSING ALT AND THE STALL WARNING HORN WAS SOUNDING. THE PLT MADE A GEAR-UP LANDING ABOUT 500 FEET TO THE RIGHT OF RWY CENTERLINE AND ABOUT 500 FEET BEYOND THE DEPARTURE END OF RWY 34L. BOTH ENGINES RAN SATISFACTORY DURING A POST-ACCIDENT EXAMINATION. FUEL SAMPLES TAKEN FROM BOTH FUEL TANKS DISCLOSED NO EVIDENCE OF CONTAMINANTS OR WATER.

Brief of Accident (Continued)

File No. - 397

1/08/85

SALT LAKE CITY,UT

A/C Reg. No. N2681B

Time (Lc1) - 0627 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)
2. ANTI-ICE/DE-ICE SYSTEM - NOT MAINTAINED - PILOT IN COMMAND
3. FUEL SYSTEM, RAM AIR - ICE
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
6. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
7. WEATHER CONDITION - LOW CEILING
8. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
9. WEATHER CONDITION - OBSCURATION
10. JUDGEMENT - INACCURATE - PILOT IN COMMAND
11. WEATHER CONDITION - SNOW
12. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
13. LIGHT CONDITION - DARK NIGHT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

14. TERRAIN CONDITION - GROUND
15. TERRAIN CONDITION - OPEN FIELD
16. TERRAIN CONDITION - SNOW COVERED
17. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,12

Factor(s) relating to this accident is/are finding(s) 5,7,8,9,10,11,13,14,15,16,17

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 233 1/29/85 SALT LAKE CITY,UT A/C Reg. No. N615Q Time (Lcl) - 1430 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH J35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SALT LAKE CITY,UT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BOUNTIFUL,UT	SALT LAKE (BOUNTIFUL)
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4700/ 70
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1676
	Months Since - 26	Last 24 Hrs - 0
	Aircraft Type - J-35	Make/Model- 1676
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING TOUCH AND GO LANDINGS. HE STATED THE LANDING GEAR COLLAPSED DURING LANDING. INVESTIGATION REVEALED GEAR DOOR DAMAGE (GEAR INTRANSIT) AND LDG GEAR CIRCUIT BREAKER WAS "POPPED." POST ACCIDENT EXAM OF THE GEAR SYSTEM FAILED TO REVEAL ANY MECHANICAL FAILURE/ MALFUNCTION WHICH WOULD HAVE PREVENTED NORMAL OPERATION OF THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 233

1/29/85

SALT LAKE CITY,UT

A/C Reg. No. N615Q

Time (Lc1) - 1430 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. WING,WINGTIP - BUCKLED
 4. LANDING GEAR,TIRE - BURST
 5. DOOR,LANDING GEAR - BENT
 6. DOOR,LANDING GEAR - CHAFED
-

-----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. - 364 6/01/85 BOUNTIFUL,UT A/C Reg. No. N8362H Time (Lcl) - 1810 MDT

-----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 - AERONA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL OO
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

SKY PARK
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 - 51
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 99
Last 24 Hrs - UNK/NR
Make/Model- 2
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ON JUNE 1, 1985, AN AERONCA 7AC, PILOTED BY A PRIVATE PLT, GROUND LOOPED WHILE MAKING A TOUCH AND GO LANDING AT SKY PARK AIRPORT, BOUNTIFUL, UT. THE PLT STATED THAT HE LOST CONTROL OF THE AIRPLANE. THE WINDS WERE REPORTED TO BE CALM.

Brief of Accident (Continued)

File No. - 364

6/01/85

BOUNTIFUL,UT

A/C Reg. No. N8362H

Time (Lc1) - 1810 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH-AND-GO LANDING - UNCONTROLLED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
 6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
 7. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
-

----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. - 225 2/19/85 BURKES GARDEN,VA A/C Reg. No. N2370E Time (Lc1) - 0900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - CESSNA 182R	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MANASSAS,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SHELBYVILLE,TN	Runway Ident - N/A
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 205
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-182R	Make/Model- 5
		Instrument- 2
		Last 30 Days- 4
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED MANASSAS WITHOUT A CURRENT WX BRIEFING OR FILING A FLT PLAN. PLT HAD ALSO LEFT MAPS AND A LIST OF CHECKPOINTS AT HOME. HIS ROUTE OF FLT WAS INTO AN AREA OF LOW CEILINGS AND VISIBILITY. THE ACFT CRASHED INTO A MOUNTAIN AT THE 3850 FT LEVEL. WITNESSES IN THE AREA STATED THAT MOUNTAIN TOPS WERE OBSCURED AND VISIBILITY WAS POOR DUE TO FOG AND DRIZZLE. PLT WAS REPORTEDLY UNDER MENTAL STRESS DUE TO RECENT PERSONAL EVENTS.

Brief of Accident (Continued)

File No. - 225

2/19/85

BURKES GARDEN,VA

A/C Reg. No. N2370E

Time (Lcl) - 0900 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - FOG
7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 278 1/28/85 ST. CROIX,VI A/C Reg. No. N555MF Time (Lcl) - 0908 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	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	ST.MAARTEN		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- 100/010 KTS		Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
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 - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3167	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 14	Make/Model- 918	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 455	Last 90 Days- 32
		Multi-Eng - 2340	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN STARTING DESCENT THE PILOT STATED THE RIGHT ENG FAILED & THE PROPELLER FEATHERED BY ITSELF. THE PILOT THEN SWITCHED THE LEFT FUEL TANK SELECTOR TO THE LEFT AUX TANK. SHORTLY THEREAFTER, THE LEFT ENGINE FAILED. THE PILOT DECLARED A MAYDAY TO ST. CROIX TWR AND EXECUTED A FORCED LANDING TO A FIELD ON THE SOUTHEAST COAST OF ST. CROIX. DURING THE LANDING ROLL THE WINGS HIT A FENCE CAUSING SUBSTANTIAL DAMAGE. A NEW PROPELLER WAS PUT ON THE RIGHT ENGINE AFTER RECOVERY AND BOTH ENGINES AND PROPELLERS PERFORMED NORMALLY.

Brief of Accident (Continued)

File No. - 278

1/28/85

ST. CROIX, VI

A/C Reg. No. N555MF

Time (Lc1) - 0908 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
 2. ENGINE ASSEMBLY - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE
-

-----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. - 251 3/25/85 SWANTON,VT A/C Reg. No. N6024V Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2690	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point AVON,NY	Airport Data
Method - N/A	Destination SWANTON,VT	FRANKLIN CO.
Completeness - N/A	ATC/Airspace	Runway Ident - 01
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Wind Dir/Speed- 330/020 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 45.0 SM	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1078
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 572
		Instrument- 103
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING NORMAL CRUISE FLT THE PLT BECAME UNABLE TO MOVE THE ELEVATOR CONTROL. THE FLT WAS CONTINUED TO THE PLANNED DESTINATION USING ELEVATOR TRIM FOR PITCH CONTROL. ON FINAL APPROACH TO THE RWY THE ACFT WAS CAUGHT BY A WIND GUST & PITCHED NOSE DOWN. THE PLT WAS UNABLE TO CONTROL THE DESCENT USING ELEVATOR TRIM & UNDERSHOT THE RWY. EXAMINATION OF THE WRECKAGE REVEALED SOLID ICE FORMATIONS IN THE HULL ENCASING THE ELEVATOR CONTROL PUSH-PULL ROD. THE PILOT STATED HE WAS UNABLE TO MOVE THE ELEVATOR CONTROL DURING PREFLIGHT. EXTERNAL HEAT WAS APPLIED, CONTROL MOVEMENT WAS POSSIBLE & THE ACFT MADE A NORMAL TAKEOFF.

Brief of Accident (Continued)

File No. - 251

3/25/85

SWANTON,VT

A/C Reg. No. N6024V

Time (Lc1) - 1200 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - FROZEN
 2. WEATHER CONDITION - TEMPERATURE EXTREMES
 3. ICE/FROST REMOVAL FROM AIRCRAFT - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. FLT CONTROL SYST,ELEVATOR CONTROL - FROZEN
 5. HYDRAULIC SYSTEM - NOT POSSIBLE - PILOT IN COMMAND
 6. WEATHER CONDITION - GUSTS
-

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 294 1/26/85 BICKLETON,WA A/C Reg. No. N4369F Time (Lc1) - 2109 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----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 - 2447	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PASCO,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	UNK/NR	
Wind Dir/Speed- 090/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - N/A
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----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 - 580
SE LAND	Months Since - 16	Last 24 Hrs - 2
	Aircraft Type - C-182	Make/Model- 19
		Last 30 Days- 4
		Instrument- 30
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BEGAN FLIGHT ACTIVITY AT DAWN ON THE DAY OF THE ACCIDENT. WEATHER BRIEFINGS INDICATED MARGINAL CONDITIONS FOR AN AFTERNOON FLIGHT TO ANOTHER CITY, WHICH WAS ACCOMPLISHED WITHOUT INCIDENT. AT 2027 HOURS, WITHOUT UPDATED WEATHER BRIEFING, THE PILOT DEPARTED ON RETURN FLIGHT. RADAR FLIGHT FOLLOWING WAS INITIATED, BUT WAS TERMINATED WHEN THE PILOT COULD NOT MAINTAIN VFR ON ASSIGNED HEADING AND WAS INSTRUCTED TO RESUME OWN NAVIGATION. RADAR INDICATES THAT PRIOR TO THE ACCIDENT THE ACFT WAS PROCEEDING SOUTH AT AN UNKNOWN ALT. INITIAL IMPACT ON OPEN RISING TERRAIN WAS APRX 330 DEGS.

Brief of Accident (Continued)

File No. - 294

1/26/85

BICKLETON,WA

A/C Reg. No. N4369F

Time (Lc1) - 2109 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. IMPROPER DECISION,FATIGUE - PILOT IN COMMAND
7. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

9. TERRAIN CONDITION - RISING
10. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
11. 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) 8,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 295 2/23/85 SEATTLE,WA A/C Reg. No. N1539U Time (Lcl) - 1905 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	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA TU206F	Eng Make/Model	- CONTINENTAL TS10-520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- UNK/NR	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT</p> <p>Lowest Ceiling - 2000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point PRINCE RUPERT,UN</p> <p>Destination SEATTLE,WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BOEING FIELD</p> <p>Runway Ident - 13R</p> <p>Runway Lth/Wid - 10000/ 200</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>PRIVATE,COMMERCIAL</p> <p>SE LAND,ME LAND,SE SEA</p> <p>HELICOPTER</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1260</p> <p>Make/Model- 238</p> <p>Instrument- 129</p> <p>Multi-Eng - 48</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 52</p> <p>Rotorcraft - 71</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT OF RWY 13R AT BOEING FLD FOLLOWING A LOSS OF PWR DUE TO FUEL EXHAUSTION. THE ACFT WAS TOPPED OFF FOR A TTL OF 108 GALS OF FUEL BEFORE THIS THIRD LEG OF A X-COUNTRY FLT. THE PLT STATED THAT THE ENG CEASED OPERATING EN ROUTE, HOWEVER, PWR WAS REGAINED WHEN THE FUEL SELECTOR WAS SWITCHED FROM THE RIGHT TO THE LEFT MAIN TANK. WHILE BEING VECTORED FOR AN ILS APCH TO TACOMA ARPT, THE ENG CEASED OPERATING ONCE AGAIN. UPON BREAKING OUT OF THE OVERCAST THE PLT SPOTTED BOEING FLT AND ATTEMPTED THE LANDING THERE. BOTH THE LEFT AND RIGHT MAIN AN AUX TANKS WERE FOUND EMPTY AFTER THE ACCIDENT AND FUEL STAINS WERE VISIBLE BEHIND THE REFUELING CAPS ON BOTH MAIN TANKS. THE RIGHT MAIN FUEL CAP WAS TESTED AND FOUND TO LEAK SEVERLY. THE LEFT FUEL CAP TESTED NORMAL. AD 84-10-01 WHICH ADDRESSES LEAKAGE AROUND THE FILLER CAPS WAS REPORTED TO HAVE BEEN COMPLIED WITH 2 DAYS PRIOR TO THE ACCIDENT. THE BLADDER IN THE LEFT MAIN TANK WAS FOUND STUCK UP AROUND THE NECK OF THE FILLER OPENING.

Brief of Accident (Continued)

File No. - 295

2/23/85

SEATTLE,WA

A/C Reg. No. N1539U

Time (Lcl) - 1905 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SYSTEM,CAP - LEAK
3. FUEL SYSTEM,TANK - IMPROPER
4. MAINTENANCE,COMPLIANCE WITH AD - POOR - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 202 4/06/85 MT. VERNON, WA A/C Reg. No. N41964 Time (Lcl) - 1842 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	NONE	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- RAVEN R-7	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	- 1435	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/005 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">BURLINGTON, WA</p> <p>Destination</p> <p style="padding-left: 20px;">MT. VERNON, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</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 style="padding-left: 20px;">STUDENT</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 8920</td> <td>Last 24 Hrs</td> <td>- 21</td> </tr> <tr> <td>Make/Model-</td> <td>12</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>580</td> <td>Last 90 Days-</td> <td>61</td> </tr> <tr> <td>Multi-Eng -</td> <td>300</td> <td>Rotorcraft -</td> <td>46</td> </tr> </table>	Total	- 8920	Last 24 Hrs	- 21	Make/Model-	12	Last 30 Days-	UNK/NR	Instrument-	580	Last 90 Days-	61	Multi-Eng -	300	Rotorcraft -	46
Total	- 8920	Last 24 Hrs	- 21															
Make/Model-	12	Last 30 Days-	UNK/NR															
Instrument-	580	Last 90 Days-	61															
Multi-Eng -	300	Rotorcraft -	46															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DISCOVERED AFTER A HARD LANDING THAT HIS LEG WAS BROKEN. THIS WAS THE STUDENTS SECOND SOLO IN HOT AIR BALLOONS.

Brief of Accident (Continued)

File No. - 202

4/06/85

MT. VERNON, WA

A/C Reg. No. N41964

Time (Lc1) - 1842 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND

2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - 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. - 325 5/16/85 TACOMA,WA A/C Reg. No. N8300Z Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----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-AYM
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 360/015 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURLINGTON,WA
Destination
TACOMA,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TACOMA INDUSTRIAL
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 - 56

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 293	Last 24 Hrs	- 2
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	21	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE CEASED OPERATIVE WHILE ON RIGHT BASE FOR RWY 35 DUE TO FUEL EXHAUSTION. THE PLT RAN THE LEFT TANK DRY. THE RIGHT TANK CONTAINED FULL FUEL. THE PLT HAD BEEN USED TO FLYING CESSNA'S.

Brief of Accident (Continued)

File No. - 325

5/16/85

TACOMA, WA

A/C Reg. No. N8300Z

Time (Lc1) - 1530 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 316 2/11/85 SIREN,WI A/C Reg. No. N4267U Time (Lcl) - 1540 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 150D	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/007 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</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>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>BURNETT COUNTY</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3500/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 167</p> <p>Make/Model- 167</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 16</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 99</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK DURING LANDING. THIS WAS A SOLO STUDENT FLT FOR THE PLT. THE WIND WAS 20 DEGREES OFF THE RWY HEADING AND VARYING BET 7-12 KTS IN VELOCITY. THE STUDENT REPORTED THAT EITHER MORE BRAKE & AILERON OR A RUNNING TAKEOFF WOULD HAVE AVOIDED THE SNOW BANK. THE PLT SAID HIS LACK OF EXPERIENCE RESULTED IN THE LOSS OF DIRECTIONAL CONTROL.

Brief of Accident (Continued)

File No. - 316

2/11/85

SIREN,WI

A/C Reg. No. N4267U

Time (Lcl) - 1540 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. IMPROPER USE OF PROCEDURE,ANXIETY/APPREHENSION - PILOT IN COMMAND
4. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,7

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. - 328 2/17/85 JANESVILLE, WI A/C Reg. No. N8ME Time (Lcl) - 1230 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					1
						2

-----Aircraft Information-----

Make/Model	- CESSNA 177RG	Eng Make/Model	- LYCOMING IO-360-A160	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<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- 270/014 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">WEST CHICAGO, IL</p> <p>Destination</p> <p style="padding-left: 20px;">JANESVILLE, WI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p style="padding-left: 40px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">ROCK CO.</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 5396/ 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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 17</p> <p style="padding-left: 20px;">Aircraft Type - SUNDOWN</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 1105</p> <p style="padding-left: 20px;">Make/Model- 7</p> <p style="padding-left: 20px;">Instrument- 118</p> <p style="padding-left: 20px;">Multi-Eng - 1</p> <p style="padding-left: 20px;">Last 24 Hrs - 5</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 41</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK DURING LNDG. AN INVESTIGATION BY A QUALIFIED A&P MECH FOUND THE LOCK-O-SEAL IN THE MASTER CYLINDER HAD IMPROPER CLEARANCE. LACK OF PROPER CLEARANCE RESTRICTED RETURN FLOW OF BRAKE FLUID TO THE RESERVOIR. THIS LED TO LOCKING OF THE BRAKE ON THE LEFT MAIN LNDG GEAR AND A LOSS OF STEERING CONTROL.

Brief of Accident (Continued)

File No. - 328

2/17/85

JANESVILLE, WI

A/C Reg. No. N8ME

Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - IMPROPER
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
4. BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT 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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 317 2/25/85 EPHRIAM,WI A/C Reg. No. N15652 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 -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----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/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- 225/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANITOWOC,WI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

EPHRIAM-FISH CREEK
Runway Ident - 32
Runway Lth/Wid - 2700/ 60
Runway Surface - ASPHALT
Runway Status - DRY
SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	84
Last 24 Hrs	2
Make/Model	67
Last 30 Days	UNK/NR
Instrument	0
Last 90 Days	10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT BEGAN DRIFTING TO THE RIGHT DURING THE LANDING FLARE. AS THE AIRCRAFT TOUCHED DOWN THE RIGHT WHEEL ENTERED AN AREA OF SLUSH. THE AIRCRAFT THEN SLID OFF THE RUNWAY TO THE RIGHT INTO A SNOWBANK, DAMAGING THE LANDING GEAR AND LEFT WING TIP. THE PILOT STATED THAT FROM THE AIR THE SLUSHY AREA ON THE RUNWAY APPEARED TO BE A DRY DUSTING OF SNOW. A RIGHT STEADY CROSSWIND COMPONENT OF 15 KNOTS EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 317

2/25/85

EPHRIAM,WI

A/C Reg. No. N15652

Time (Lc1) - 1230 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SLUSH COVERED
 2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 7. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
 8. IMPROPER USE OF PROCEDURE,EXPERIENCE - PILOT IN COMMAND
 9. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 10. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

11. TERRAIN CONDITION - SNOWBANK
 12. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,12

Factor(s) relating to this accident is/are finding(s) 1,3,5,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 346 2/26/85 MARKESAN,WI A/C Reg. No. N54815 Time (Lcl) - 1815 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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/020 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 3000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point BLACK RIVER,WI</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>NOWATZSKI FEILD</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2600/ 50</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1775
SE LAND,ME LAND	Months Since - 6	Make/Model- 308
	Aircraft Type - UNK/NR	Instrument- 328
		Multi-Eng - 308
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ALTHOUGH THE PILOT BELIEVED HE HAD ENOUGH VISIBILITY TO LAND AT THIS UNLIGHTED AIRFIELD AT DUSK, HE, IN FACT, ALIGNED THE AIRCRAFT UP APPROXIMATELY 20 FEET TO THE RIGHT OF THE RUNWAY. HE LANDED IN A SHALLOW SNOWBANK THAT PARALLELED THE ENTIRE LENGTH OF THE RUNWAY. THE NOSE GEAR COLLAPSED SHORTLY AFTER TOUCHDOWN.

Brief of Accident (Continued)

File No. - 346

2/26/85

MARKESAN,WI

A/C Reg. No. N54815

Time (Lc1) - 1815 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SNOW COVERED
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

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 390 3/06/85 MADISON,WI A/C Reg. No. N2365F Time (Lc1) - 1205 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

Crew

Pass

NONE

-----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 - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/013 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SHEBOYGAN,WI

Airport Proximity

ON AIRPORT

Airport Data

DANE COUNTY

Runway Ident - 22

Runway Lth/Wid - 4699/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 35

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 305 Last 24 Hrs - 17

Make/Model- 305 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 305

Multi-Eng - 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK DURING TAKEOFF AFTER THE PLT LOST DIRECTIONAL CONTROL. THE TAKEOFF WAS ATTEMPTED ON RWY 22. THE WIND WAS FROM 180 DEGREES AT 13 KTS.

Brief of Accident (Continued)

File No. - 390

3/06/85

MADISON, WI

A/C Reg. No. N2365F

Time (Lcl) - 1205 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 217 1/18/85 BEAVER,WV A/C Reg. No. N69938 Time (Lcl) - 1645 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-RALEIGH COUNTY FLIGHT SER	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	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 310Q	Eng Make/Model	- CONTINENTAL IO-470-V0	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	BLOUNTVILLE,TN			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		RALEIGH-CO MEMORIAL	
Wind Dir/Speed	- 230/012 KTS	ATC/Airspace		Runway Ident	- 19
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6750/ 150
Lowest Sky/Clouds	-	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 1300 FT OVERCAST	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- ICE COVERED
Obstructions to Vision	- UNK/NR				SNOW - COMPACTED
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 2820	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 1	Make/Model - 620	Last 30 Days - UNK/NR
	Aircraft Type - C-310	Instrument - 200	Last 90 Days - 120
		Multi-Eng - 940	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK DURING LANDING GROUND RUN ON AN ICY RWY. PLTS VISION OBSTRUCTED BY ICE ON WINDSHIELD. ICING WAS ENCOUNTERED ABOUT 10 MINS PRIOR TO LANDING. SIGMET AND PLT REPORTS INDICATED THE PRESENCE OF ICING. THE PLT HAD FILED AN IFR FLT PLAN. THE FLT HAD DEPARTED BECKLEY FOR TRI-CITY ARPT ABOUT 1030 ON THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 217

1/18/85

BEAVER,WV

A/C Reg. No. N69938

Time (Lcl) - 1645 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - ICING CONDITIONS
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 6. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
 7. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 379 4/26/85 RAVENSWOOD,WV A/C Reg. No. N29JD Time (Lcl) - 1010 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - MAULE M5-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-JIA5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

JACKSON CO.
Runway Ident - 21
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 43

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7344	Last 24 Hrs	- 5
Make/Model	- 144	Last 30 Days	- UNK/NR
Instrument	- 468	Last 90 Days	- 105
Multi-Eng	- 4349		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LDG ROLL THE STD PLT LOST DIRECTIONAL CONTROL OF THE ACFT & RAN OFF OF THE SIDE OF THE RWY WHILE PRACTICING TOUCH & GO LDG WITH CFI.THE CFI STATED THAT THE STD MADE A NORMAL APPROACH & UPON TOUCHDOWN THE ACFT MADE A SHARP TURN TO THE RIGHT AND WENT OFF THE SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 379

4/26/85

RAVENSWOOD,WV

A/C Reg. No. N29JD

Time (Lc1) - 1010 EST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. TOUCH-AND-GO LANDING - UNCONTROLLED - PILOT IN COMMAND(CFI)
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 398 6/22/85 LANDERS,WY A/C Reg. No. N37775 Time (Lcl) - 1045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal		Injuries	
Type of Operation -PERSONAL	Fire	Crew	0	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	None
Accident Occurred During -LANDING						1
						2

-----Aircraft Information-----

Make/Model - ROCKWELL AEROCOMMANDER 112	Eng Make/Model - LYCOMING 10-360-C1D6	ELT Installed/Activated - YES/YES
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAUREL,MT	HUNT
Wind Dir/Speed- 040/004 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5100/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
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 - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2000
SE LAND	Months Since - 0	Make/Model- 40
	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-----

ON JUNE 22, 1985, A ROCKWELL AEROCOMMANDER 112 IMPACTED THE GROUND IMMEDIATELY AFTER TAKEOFF. THE DENSITY ALT WAS 7700 FT. AFTER TAKEOFF THE PLT REALIZED THE ACFT WOULD NOT CLEAR A RIDGETOP. THE ACFT BEGAN TO DESCEND & WAS MANEUVERED TO LAND ON LEVEL TERRAIN. A WITNESS SAID HE KNEW THE ACFT DID NOT HAVE ENOUGH SPEED TO TAKEOFF.

Brief of Accident (Continued)

File No. - 398

6/22/85

LANDERS, WY

A/C Reg. No. N37775

Time (Lc1) - 1045 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER EVALUATION - NOT ATTAINED - PILOT IN COMMAND
5. JUDGEMENT - IMPROPER - PILOT IN COMMAND
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3,7

NTSB-AAB-86-16

Brief Format
U.S. Civil and Foreign Aviation
Issue Number 2 of 1985 Accidents

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